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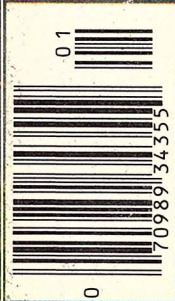
DIRT BIKE

JANUARY 1977

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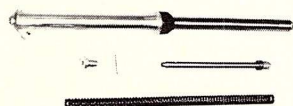
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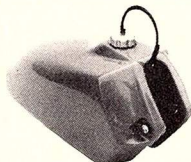
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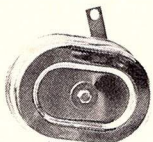
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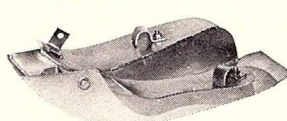
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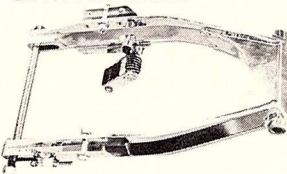
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CR-17 Husky automatic

CR-18 KX125 Kawasaki

CR-19 KX250, 400 Kawasaki

CR-20 Can am

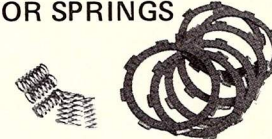
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DIRT BIKE

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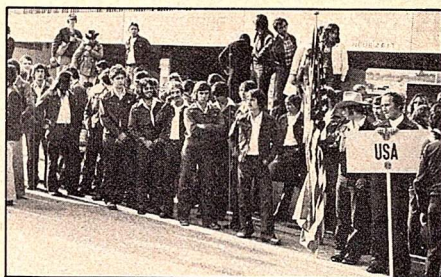


Here we go 'round the mulberry bush . . .

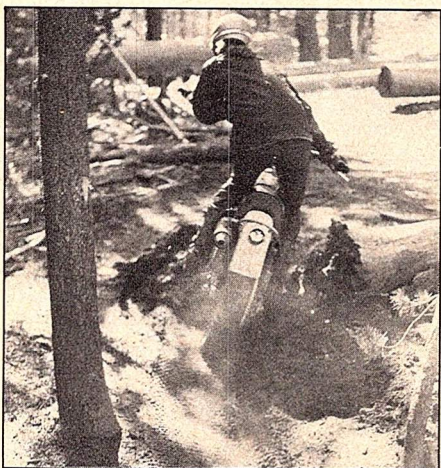
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ON THE COVER: Marty Smith and Pierre Karsmakers of Firehouse Honda pose for the Gianatsis camera.

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DIRT BIKE

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Managing Editor: LEN WEED
Associate Editors:
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ZEAL ANDERSON
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Photo Production by
PUBLISHER'S LAB
John Spishak, Supervisor

EDITORIAL & ADVERTISING OFFICES

Hi-Torque Publications, Inc.
16200 Ventura Blvd.
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ADVERTISING REPRESENTATIVES THE PATTIS GROUP

INTERNATIONAL PUBLISHERS REPRESENTATIVES

LOS ANGELES:
Rick Edman
9701 Wilshire Blvd.
Beverly Hills, CA 90212
(213) 273 5300
CHICAGO:
Jack Sackley
4761 Touhy Ave
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MIAMI:
Ed Hirsch
12901 S.W. 64th Court
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(305) 665 6253



NEW YORK:
Mel Cikk
274 Madison Ave
New York, NY 10016
(212) 679 7766
CANADA:
Sam Adelman
3285 Cavendish Blvd
Montreal, PQ H4B2L9, Quebec
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SCHOONMAKER

LESS SOUND MORE WORDS

Ofttimes I wonder, while sliding up the gilted sides of 16200 Ventura Blvd. in a glass elevator, just what it is I'm doing here. Despite the glories many of you may attach to magazine editing, it is essentially a tedious pastime. Deadlines, broken motorcycles, bad restaurants and crowded freeways keep my eyebrows furrowed too much of the time. Besides, once a person has become accustomed to writing about riders, it is difficult to restrict one's utterings to the bikes.

To pull myself out of this potential depression, I think about you. I think about you riding down a logging road in Oregon through piles of pine needles, or you pushing out of a muddy little stream in Western Massachusetts, or you thumping across a plowed field in Minnesota. I think about you having a good time far from this hum-drum and farther still from the shaky future of our sport.

That, of course, makes me think of something else. I think to myself, I think, "Dave, essentially you can't do diddly-squat here, but that's no reason to give up. It's not whether you win, it's how you play the game." This clever twist of rationale brings light back into my perceptions. Along with the lightbulb of truth, though, comes a responsibility. Live to what you should be.

Well, naturally enough, that means I have to do something, and, being at least temporarily without

original thought, I peruse my memory's catalog of motorcycle articles, A through Z. Frequently, and today is no exception, I lurch to a halt at N. I say to myself, I say, "Dave, it's time you did another noise editorial. Not that it will do a heck of a lot of good, but you should still do it." A noise editorial can do no harm, right? Sure, that's a good enough idea. It's time DIRT BIKE took a stand on noise and developed a set of procedures to deal with it. Since I am in the position of writing this editorial without being the editor (thank goodness), I will just adopt a stand and procedure, perhaps arbitrarily, and we'll see what the powers do.

A stand: The time for personal identification through noise is over for two-wheeled vehicles. Those emissions which once stirred souls are bound to stir other emotions as earth's population becomes ever more dense. If we wish to preserve our hobby, we must do so by two methods. First, we must be as innocuous as possible. Motorcycles should be neither seen nor heard, only ridden. Second, we must, through low-key methods, remind the populace how considerate we are.

The first of our two methods requires cooperation from manufacturers and individuals. Bikes should be built to make less noise and they should be ridden that way. If the bikes aren't quiet enough to start with, then we should get on the

DIRT TO COME

- Two First Tests: Can-Am 175MX — just in time for Halloween. Maico 250MX — West Germany goes red.
- Riding the champ's bikes — Part 2. Weil, Howerton, somebody like that
- Girl talk: Hang a left at San Jose (Diane Cox) and motocross for the landlocked salmon (Sue Fish)
- Bajá 1000 — cast of thousands
- National Wrap Ups: Enduro and Observed Trials
- Tidbits: steering heads, tires, CBs and claiming

manufacturers' case, and if someone modifies a bike to make it louder, we should get on his or her case. An active role is the key here. It is necessary that we all consider it a personal problem.

The second method naturally involves Public Relations work, some of which the AMA is already conducting. There should be more done and we should encourage the AMA to spend our bucks that way. We should also take Public Relations personally. Not only should our personal machines be quiet, but we should adopt subtle personal methods of furthering our image. Act exceedingly considerate and humble when encountering non-motorcyclists. When we pass a group of hikers or equestrians we should be ultra-conservative in our riding and friendly as can be. These subtle techniques win converts. Little things make a big difference.

Have you ever considered the effect that a bumper sticker proclaiming "Less Sound More Ground" might have on a 70-year-old widow? When she first sees your truck full of bikes she will likely have an immediate negative reaction, but when she sees the bumper sticker, confusion will ensue. Perhaps it will be enough to push her over to thinking you're OK; perhaps she will remain confused. But for goodness sake, if she has a flat tire, stop and fix it for her. A convert will be made.

There. We have a two-fold stand on noise emissions with technological and psychological aspects taken into consideration. Some may bemoan the lack of political consideration. True, our existence is dependent upon political clout. But we also should not forget that public opinion buys politicians. If there is no advantage politically to attacking bikers, they will not be attacked.

Now, all we have left is to adopt some procedures here at the magazine. A small step really, but no less important than the muffling on your or my motorcycle. We've talked about it some and there is a division of opinion about how we should measure noise emissions on our test bikes.

Of course, all street/trail bikes must be measured by Highway Patrol techniques. Here in California that involves a full throttle pass laterally, 50 feet from the sound meter. California's method is neither

universal nor the best, but it is the method that most bikes are being geared to, since the most bikes are sold here.

Trailbikes generally come under a Highway Patrol jurisdiction and should also be subjected to this measurement. In many areas, however, the Forest Service also maintains standards to be measured by different methods. We will justify using the California Highway Patrol method simply because experience indicates that most other commonly used methods are not as strict. If a bike will pass the 86-db CHP test, it will pass most tests.

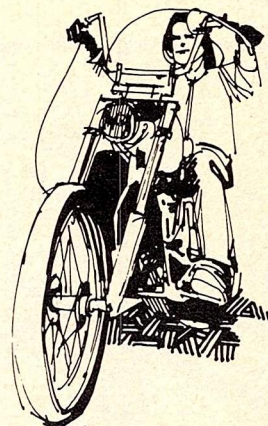
Competition bikes are another game. The AMA has set up a standard for competition involving a static test half a meter behind the exhaust outlet at 50 percent revs. This method is quite practical considering space limitations and the fact that many competition bikes become uncontrollable if the throttle is opened in second gear. This is also the method which may determine your eligibility for competition.

Unfortunately, the method is not very strict. A 110-db bike is loud. Too loud, to my way of thinking. Second unfortunately, the method has not been adopted by Unk Sam. Here in California competition machines are measured the same way as street bikes. A motorcycle is a motorcycle. Consequently, nearly all competition machines are illegal for off-highway use in California. What to do? Oh, what to do?

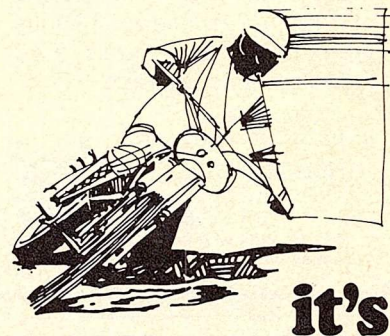
Simple. We'll measure them both ways. On competition machinery there will be two figures listed in DIRT BIKE, the CHP and AMA measurements.

And a few of the technical trivialities of our measuring. We use a Realistic sound meter, model 11A1. It's a relatively inexpensive device and our accuracy suffers accordingly. Expect no better than four-percent repeated accuracy. We still do both tests on a hard dirt surface. Whenever possible the same place will be used. Naturally, we can't control temperature, humidity or background wind noise. To the best of our ability, we will minimize extraneous variables to maintain consistency of results. Consequently, what you should look for in DIRT BIKE'S sound testing is not the pure number, but how it relates to other numbers we have produced. Once

Continued on page 21



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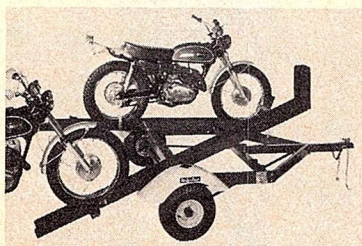
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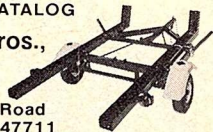
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WOODS

JUST A TRAIL RIDE

A trail ride. It should be the least complicated, most hassle-free motorcycle activity possible. A DIRT BIKE staff trail ride, however, somehow always necessitates the tactical genius of a Rommel, the political maneuvering of a Richard Nixon, and the unwavering patience of a sixth-year novice motocrosser.

You see, the staff here at old DB is a disparate group (desperate, too, but that's another column), always ripe for argument on any subject, and most especially those concerning motorcycles. The odds against getting any number of us, with assorted friends, bikes, etc., to one area, at one time, to do the same thing, are near astronomical.

I, as I'm sure I've told you before, am a four-stroke freak. Two-cycle engines, in my humble opinion, belong in old Saabs and outboard motors. "It just don't jump if it don't go thump," I say, but this is a less than popular view with the rest of the staff, at best. My interests are primarily in trail riding and, the occasional enduro or trials. Unfortunately, the remainder of the crew here are even less open-minded than myself.

Gunnar, for instance, is a mad Swedish motocrosser. He regards anything with a muffler, including (gasp) the ferocious Hercules, as a foo-foo bike. Further, no one has, to my knowledge, gotten him out on a trail ride since the nearly disastrous Donner Snow Expedition of 1975.

The demon Weed, on the other hand, is usually quite willing to go along. Unfortunately, while the rest of us are happily bouncing off of cliffs and coming into intimate contact with the occasional tree, he will often be stopped 15 miles back, there to spend the rest of the day plonking over, under, around and across one particular rock or log. Sort of like playing solitaire, an observer once remarked.

George has about as much use for

riding through the woods as he would for a loose blowtorch on the Hindenburg.

Schoonmaker, being an old-timey dirt rider (no capitals, please . . .), is always willing to hit the trail. The fact that he is a Bultaco fanatic (making him almost as prone to ridicule as are we four-stroke aficionados) even gives us persecution in common. Sadly enough, though, our trail speeds are different enough (he goes quickly, with bravado; I go slowly, with finesse) that we only catch sight of each other at the beginning and end of any particular ride. Worse, by arriving at the truck sooner than I, he usually empties the cooler before I can get at it. Not good. I have tried to convince him to either slow down or go on the wagon. No soap.

With these personality profiles as background, we can now (shudder) proceed to a typical DIRT BIKE trail ride. Take last Thursday for example . . .

Last Monday, rather, as these things take time to arrange. The various staffers stumble in recovering still from the effects of their weekend activities. Not the least suffering being myself. I regard Monday and Tuesday as lost days, spent solely on healing after Saturday and Sunday. Thursday and Friday, of course, must be devoted to preparation for the upcoming two-day break. On Wednesdays, unless I oversleep, I'm pretty together.

On last Monday, anyway, we were forced to plan the week's activities. Primary among these was the necessity of logging more time on the Hercules 175. Thursday seemed to be indicated, as it would allow us the minimum days of planning time necessary.

George and Gunnar, predictably, passed up the chance, withdrawing into a corner to mutter and point at the rest of us occasionally. Fine.

DIRT BIKE

Things were beginning to fall into place. Schoon and I agreed upon a trail, one which luckily ended at a little establishment which dispenses Olympia and hot peppers. Len sniveled a bit. He had a pet rock in a different area that he claimed hadn't been "cleaned" yet.

"Weed," I told him, "wash your rocks on your own time, there's work to be done."

At this point tactical problems began to arise. The DB Truck, coveted conveyance, barely holds two people. Reluctantly I agreed to drive my personal van, Le Sow Browne. The Henna Hog, for all of its ageless beauty, is a true off-road vehicle, due to a sloppy steering linkage which places even the most adroit driver off the road for a good portion of the time.

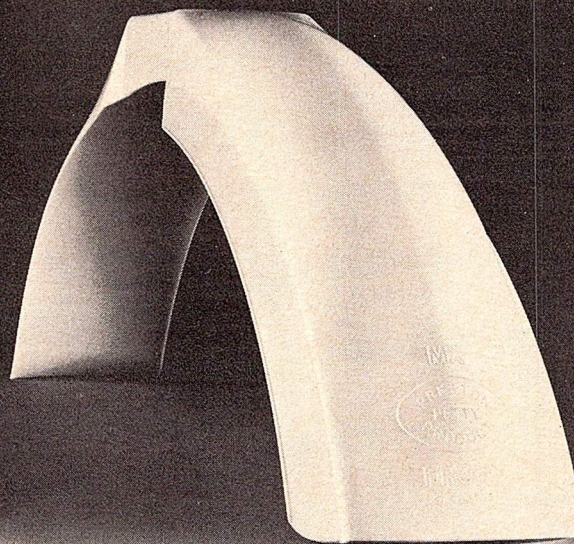
Speaking of time leads us to the major conflict. Weed, as usual, advocated meeting at sunrise. Now, as I said before, I am of open mind, but I have never, to my remembrance, seen the sun rise. It appears, when I awake, somewhere in mid-sky, and goes down later. I doubt that it ever really does rise, but, given the fact that it might, I also doubt whether at my age I am ready for a new experience of that magnitude. Further, Schoon determines his rising time by noting the hour at which he beds down, changing from a.m. to p.m., and adding four. For him to wake at sunrise he would have to fall asleep long before he awoke a day previously. Clearly an impossibility. Amid mutual groans, a compromise was reached, and a meeting place set. All seemed to be in order.

The morning arrived. As usual my alarm clock required three re-settings before I could face the day. Once up, however, I became a whirlwind of activity. Picking up my riding gear from where it festered in the corner of the garage, I heaved it into the Brunette Piglet's littered cab. Yesterday morning's coffee I gulped cold (recommended for early risings and shock treatments). With only minimal cursing the Sow was prodded into life and we stumbled collectively toward our riding area.

Eureka! I arrived before anyone else! Never before in my trail history have I been first to arrive at an agreed-upon riding area. Calmly, I checked my equipment. Gas, tools, all were there. When the others

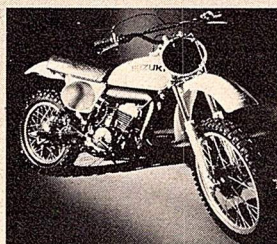
Continued on page 82.

"HERE'S TO NO MUD IN YOUR EYE"



A toast to Preston Petty's new MX Front fender with unique rider design features for all off-road bikes that minimizes front fender splashing, allowing dirt and mud to be thrown away from the rider.

No longer do you have to ride through dirt or mud thrown forward by your old front fender. Petty's MX Front fender reduces that problem with flaps designed into the fender's outer edges that throw dirt and mud off to the side, at a greater angle, keeping it off the tire's center line. Another MX feature is the flair at the fender's trailing edge designed to keep the fender free of the tire knobs.



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INQUIRIES INVITED

BITS & PIECES

by Len Weed



Yamaha GP440. A replacement for the YZ400? Nope. Just one of six snowmobile models from Yamaha. They've added a new model, the ET250, known as the Enticer.

* * * *

New models, rumors, facts, dreams . . . There are no 1977 KX racers from Kawasaki. Along about September, if all goes according to schedule, Kawasaki will offer a production run of their works racers to the public.

Word from the Honda camp is that there will be no new models ('77 updates) on the CR250, MT125, MT250, XL250, TL125 or TL250. No word yet on the TL300 version of the factory short-stroke trialer. It is anticipated that a "works" version of the CR250 will ultimately become available. The Odyssey four-wheeler buggy has already been released to the dealers. By the time you read this there may still be some time to get in on the big clearance sale Honda is having on some 1975 and/or 1976 models. Off-road models include: XL250, MT125 and MT250, CR125 and 250, and MR50. Some of the prices are really low. There still may be some '75 125 Elsie's for under \$500 available.

* * * *

Peter Collins, 22, became the 1976 world speedway champion at Choroz, Poland, last September. A crowd of 100,000 watched the Englishman post four wins and a second to take the world title. Collins, riding a Weslake, was the first Englishman to take top individ-

ual honors since 1962. Four-time world champion Ivan Mauger suffered a mechanical DNF in one heat and finished fourth. American Scott Autrey took ninth. A last-heat crash barred his chances of finishing higher.

* * * *



What's new from Can-Am for '77? They claim the new MX3 motocrosser is the same machine Jimmy Ellis rode in his Superbowl win last July. It's black with orange trim. It retains the variable head angle feature, has new suspension: Marzocchi forks (8¾-inch) and new 16-inch Gabriel gas bag shocks (8½-inch rear end travel). Up-pipe is new. DB has the first test on the 174 MXer, appearing next month. There's a 125 on the way; but it will be released later in the year.

The line also lists the 175 and 250 T'NT street trailers and the new series of enduro bikes: the Qualifier — 125, 175 and 250. This is a brand-new model developed in Two Day and Six Day riding. It has the same frame as the new MX3. Betor forks (7.5-inch), Gabriel shocks (7.3-inch), 3.5-gallon tank, approved spark arrestor. It's red.

One-day Swedish riding impressions of the new 250 MX3: It's really fast, but the power range is a little short. It takes a lot of shifting and the box can be a little tricky. Steering was excellent, brakes adequate. The position dampening of the shocks (it changes along the stroke) was excellent, but there was bottoming because the springs were too soft. The position dampening, compared to the usual velocity dampening used on most shocks,

really follows the ground. It's the best rear end we've found yet for small choppy stuff.

* * * *



Hop like a bunny if you want to take advantage of a big saving on synthetic oil. Union Carbide is pulling out of the field and has sold its inventory to C.O.M.B. Co., Inc., 3258 Minnehaha Avenue, Minneapolis, Minnesota 55406; (612) 721-4210. They will sell the \$3.95-per-quart oil in minimum orders of two cases (24 quarts) by mail order at the price of \$1 per quart. They have two types: two-stroke and 10W-40 for four-strokes. Synthetic oils are generally accepted as superior to regular oils, but the high price evidently produced insufficient consumer demand. Various tests have shown that synthetic oil provides better mileage and quicker starts in cold weather. Some high-performance engines can go as far as 50,000 miles without requiring an oil change. No more info, that's oil there is.

* * * *



For all AJS freaks out there. The 250 MX goes for \$1062, the 360MX for \$1204. Hyland Crowe Ltd. can ship it direct to the U.S. They also have spare parts available for those who either own or are contemplating purchase. The latest racers feature up and over exhaust. They also sell Big T MX gloves for \$13.50 postpaid. The address: 111 South Road, Erdington, Birmingham B23 6EH, England.



WE THREE KINGS DISORIENTED ARE



It was a hard coming we had of it. Especially after the camels froze. Luckily for us, one of our number, George IV of Blimpton, read *Dirt Bike*. He informed us of the XLent snow traversing qualities and silent might of certain big bore four-strokes. You know the rest.

Don't get left out in the cold. Yule be sorry if you don't send for a subscription now!

Dirt Bike makes a fine Christmas gift, too, and who should know better than us? We might just throw in a case of delicious camelsicles . . .

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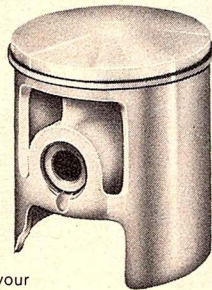
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Circle Number 4 on pg. 88

RIDERS WRITE

WHAT SO PROUDLY WE HAIL...

Please send me a tape-recorded reading of the balance of the Alpina 350 test (Oct '76) because I couldn't understand any of it following "By the dawn's early light."

I liked it so far, though.

Another Alpina Freak
Washington

We're not surprised. The test was written "at the twilight's last gleaming." — ED.

TULL DEATH DO US PART

I just wanted to say that I thought your Ian Anderson interview was a great idea. I feel the concept of bringing in well-informed non-pro enthusiasts adds a new dimension to what is already the best bike periodical available. Ideas such as Anderson's production trailbike racing class will certainly increase the appeal of the sport. And, proportionately, the circulation of DIRT BIKE. Remember that admirable goal?

Bruce Doxey
Valley Center, California

Admirable Goal? Didn't John Wayne play him in A Wet Hell for Heroes?

WOMAN'S LIP . . .

I thought your article on the Women's Motocross Championship wasn't worth the paper you printed it on. Granted, you had some good action pictures, but why ruin them with a written mockery of the event?

When I got the issue I opened it immediately to the article and started reading some crap written by Sir James Garret-Smyth. He gave no details of the actual racing, or anything, the dumb male chauvinist.

Ms. Lori Ritter
Antioch, California

God, Lori, you're cute when you're mad. — ED.

THE SNOWMAN COMETH

Would you please do me a favor? Just before I ate the latest edition of DIRT BIKE, I was lovestruck by the picture of the ever-elusive Phoebe Z. about to devour a Swedish meatball. We seem to have so much in common (burp), and her rare mystique definitely intrigues me. I think I love her. I want to meet her. Please (belch) help me find her.

Bigfoot
Seldomseen, Idaho

Sorry BF, you won't find Phoebe until Phoebe finds you. Keep in touch, though, we can always use a test rider with your talents. — ED.

YOUSE GUYS KILT ME!

Thanks for the great in-depth coverage of the Scottish. I'm glad at least one magazine cares for the trials rider and knows that trials is more fun than watching paint dry.

Steven P. Cahill
Alexandria, Virginia

OK, paint-drying enthusiasts, are you going to take this lying down? — ED.

A HORSE OF A DIFFERENT COLOR

I get your magazine every month, and enjoy it very much. I was reading your August 1976 issue, especially the test on the RM125A, and you said it put out 24.1 horsepower. Later my friend called the Suzuki shop and asked how many the YZ125 had. They said 25 horses. Yet you said that the RM's 24.1 was a new 125 record. What gives?

Gary McAuliffe
Marquette, Michigan

OLLY, OLLY, OXEN FREE

Why not you guys have nudder Bench Racing Concest or Zomezing? Shooer, I mean ve git da odder folks vhat reeds dis here magazine zen (ha ha, get it, skinny Kidoo, ZEN!

DIRT BIKE

DIRT BIKE STATEMENT OF OWNERSHIP

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (An act of August 12, 1970: Section 3685. Title 39. United States Code).

1. Date of filing: September 30, 1976.
2. Title of Publication: Dirt Bike.
3. Frequency of issue: Monthly (semi-monthly in January, February, April, June, August, September, October).

4. Location of known office of publication: 16200 Ventura Boulevard, Suite 220, Encino, California 91436.

5. Location of the headquarters of general business offices of the publishers (not printers): 16200 Ventura Boulevard, Suite 220, Encino, California 91436.

6. Names and addresses of publisher, editor and managing editor: Publisher: William R. Golden, 16200 Ventura Blvd., Encino, California 91436; Editor: Gunnar Lindstrom, 16200 Ventura Blvd., Encino, California 91436; Managing Editor: Len Weed, 16200 Ventura Blvd., Encino, California 91436.

7. Owner (if owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one percent or more of total amount of stock). Name of owners: Daisy Publishing Co., Inc., 16200 Ventura Blvd., Encino, California 91436; William R. Golden and/or Raye Golden, 16200 Ventura Blvd., Encino, California 91436.

8. Known bondholders, mortgagees, and other security holders owning or holding one percent or more of total amount of bonds, mortgages or other securities: None.

9. For optional completion by publishers mailing at the regular rates (Section 132.121, Postal Service Manual). 39 U.S.C. 3626 provides in pertinent part: "No person who would have been entitled to mail matter under former section 4359 of this title shall mail such matter at the rates provided under this subsection unless he files annually with the Postal Service a written request for permission to mail matter at such rates." In accordance with the provisions of this statute, I hereby request permission to mail the publication named in Item 1 at the reduced postage rates presently authorized by 39 U.S.C. 3626. (Signature and title of editor, publisher, business manager, or owner) William R. Golden, Publisher.

10. For completion by nonprofit organization authorized to mail at special rates (Section 132.122, Postal Manual): Not applicable.

11. Extent and nature of circulation: A. Total number of copies printed (net press run): average number of copies each issue during preceding 12 months: 285,413; actual number of copies of single issue published nearest to filing date: 291,448. B. Paid circulation: 1. Sales through dealers and carriers, street vendors and counter sales: Average number of copies each issue during preceding 12 months: 121,948; actual number of copies of single issue published nearest to filing date: 266,642. 2. Mail subscriptions: Average number of copies each issue during preceding 12 months: 28,193; actual number of copies of single issue published nearest to filing date: 23,084. C. Total paid circulation: Average number of copies each issue during preceding 12 months: 150,141; actual number of copies of single issue nearest filing date: 289,726. D. Free distribution (including samples) by mail, carrier or other means: 1. Samples, complimentary, and other free copies: Average number of copies each issue during preceding 12 months: 387; actual number of copies of single issue published nearest to filing date: 57. 2. Copies distributed to news agents, but not sold: Average number of copies each issue during preceding 12 months: 134,112; actual number of copies of single issue published nearest to filing date: None. E. Total distribution (sum of C and D): Average number copies each issue during preceding 12 months: 150,528; actual number of copies of single issue published nearest to filing date: 289,783. F. Office use, leftover, unaccounted, spoiled after printing: Average number of copies each issue during preceding 12 months: 773; actual number of copies of single issue published nearest to filing date: 1,665. G. Total (sum of E and F — should equal net press run shown in A): Average number of copies each issue during preceding 12 months: 285,413; actual number of copies of single issue published nearest to filing date: 291,448. I certify that the statements made by me above are correct and complete. (Signature of editor, publisher, business manager, or owner): William R. Golden.

Oh ho, me make der funny, oh der pain), vell, anyway, ve all sends in da boolshets vhat ve tinks up. Zen (dar it goes again, not zo funny, dough, dat time) you reads dem. Zen (hoo boy, me gots to cut down, getting to be a zen junker) you prints em dat Great Yellow Dirts Bikes and ve all gets goot laugh. No?

P.S. Tell da Svedish meatball king me maybe catch em next year, no?

Olly Jergenson
Bay City, Michigan

SECOND BEST?

Clever, really clever. A shoot-out to determine which is the second best open class motocrosser!

Tell me, did you guys finally accept the truth, or is Maico just going to wait until something competitive hits the market?

Bobby Yates
Columbia, South Carolina

No, Yates, the Big M was invited to participate, actually promised us both a 440 and a 400. They were unable to show, telling us that they had no test models available at the last minute. It's a pity, too, we would have liked to see how they fared against the gathered competition. — ED.

IT'S ONLY ROKON ROLL, BUT I LIKE IT

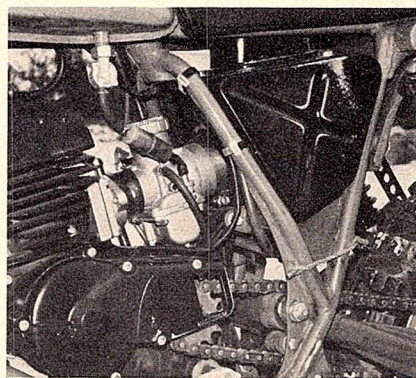
In your May issue I read with great interest your impression on the 340 Rokon. About a month later I read it again and started wondering. You said that the bike started easily, first pull, which you said was good because there is no way you can push it. How do you get the thing out of a van, or in one for that matter? An answer would be greatly appreciated because I'm about to go down to Mungenast's shop and try to push his Rokons around the showroom floor.

C. Bower
Shonis, Missouri

The Rokon can, indeed, be pushed, Bower. We were speaking about push-starting the machine, which is impossible with the torque converter system. There is some drag from the converter when just pushing, but it can be done. In fact, one of our staff reports that he once shoved a busted Rokon (a rarity) along for almost a mile. He's recovering from his heart attack at present — ED.

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Circle Number 8 on pg. 88

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ASK THE EXPERT

by Preston Petty

HOT FLASHES

I have a question for you. If the color black absorbs heat and white reflects it, then why are engines and expansion chambers painted black? Would not the color white keep the temperature lower and black raise the temperature?

Ray Dunavant

South Weymouth, Massachusetts

Heat is absorbed a bit better by a black surface. That "heat" can either be higher or lower than that of the engine. If it is lower than the engine temperature, then the engine heat flows outward to the lesser temperature of the atmosphere. Perfectly clear? If not, address all further inquiries to: Mother Nature, Universe Center, P.O. Box

are rebuildable.

I trust you with this expensive decision.

Doug Munson

Shamokin, Pennsylvania

I am sure Works Performance will set up shocks that are right for you. If your springs do sag, they will give you some that don't sack. Incidentally, making springs is a touchy business, heat treatment is very sensitive. Every spring manufacturer that I know has made bad batches of springs. Even steel suppliers send material that varies in alloy content and demands specific heat treatment for each compound. Some batches will not make as good a spring as others. The main thing to keep in mind when this happens is that a quality manufacturer will stand behind his product and make it right. If you choose Fox, tell them that you need 12.75-inch shocks — they can make them. I have heard good reports on both companies. The Works Performance shocks can have the dampening modified if you need a change.

GOOD-BY MR TIPS

I own an MR175. I am interested in the Baker kit for my bike. Also, in your July issue you had a test on the G.E.M. kit for the Penton 250. Could I get the same results by putting a reed on my 175? I plan to convert to LTS; where should I gusset my frame?

Steve McCreary

Pittsburgh, Pennsylvania

The Baker kit will make a good bike better. Use a 45-degree lay-down on the rear. Make some triangular (1/8-inch plate steel) gussets on each side of the new shock mount. Too much strength is never a problem.

IDLE THOUGHTS

In your opinion, would it be better to let a bike idle awhile before shutting off after a period of high-rpm running? What should be done before shutting off after low-rpm plonking?

Ole Smokin' Joe

St. Louis, Missouri

SHOCKING EXPENSE!

I own a '75 CZ Redframe on which I have laid down the shocks to a mechanical advantage of 1.9. I use the bike for fast trail riding. I would like to purchase either 13.5-inch Fox Shox or 12.75-inch Works Performance shocks. WP uses soft springs which sag, causing a loss of travel. Fox will force my swingarm down at a severe angle. WPs are \$114.50, Fox I can get for \$100, complete. Both

It is a good idea to putt around a bit after really hard running, especially if this has been at low speeds. Low-speed, high-rpm running doesn't provide enough air movement to cool the engine. Restarting after such a session can be difficult because the cylinder heat may transfer to the carb, causing the fuel to boil (around 165-180 degrees F). After easy plonking a quick run up through the gears may help

Continued on page 82

DIRT BIKE

THE VIKINGS ARE COMING!



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1976 250cc Danish National Champion	Husqvarna	1976 Baja 500 Overall Winner	Husqvarna
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1976 SCORE Riverside Off Road Championship		Husqvarna	

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LEAVITT ON TRIALS

Address your questions to Lane Leavitt, c/o DIRT BIKE Magazine, P.O. Box 317, Encino, California 91316. Remember, we can't promise personal replies. For info about Lane's trials training camps write Norm Saylor, Donner Ski Ranch, P.O. Box 66, Norden, California 95724; (916) 426-3578. For info about Lane Leavitt trials accessories write A&A Manufacturing Co., 830 Kaynne St., Redwood City, California 94063; (415) 364-4000.

INTRO

A couple of notes here and some more columnist comments before launching into reader queries.

If you're serious about your plonking, the staff dabber recommends you consider attending one of Lane's week-long trials camps next summer. He attended one and came back gurgling that his feet may never touch ground again, ever. Future columns will cover basic LL riding technology noted at the training camp. So keep your feet up and your eyes tuned, or better yet, get it all first-hand in NoCal land.

Lane has a number of trials accessories in the works including his personal bend handlebars, Sherpa skid plates (longer, with a drain hole), a semi-enclosed chain setup (similar to the 348 Cotas), an air box and fenders. For more info see the little box above.

* * * * *

Foreign riders are currently barred from the national series. How do you feel about that?

For some reason the NATC felt that international riders should have nothing to do with national competition whatsoever. They felt it took away from the nationals for some strange reason. I think they're afraid that if the international riders come in it's going to put the nationals out of the grasp of the mediocre national Expert, that the international riders would make the national riders look bad. As soon as I brought up bringing international riders in they mentioned the fear that there might be a Pierre Karsmakers in trials. I told them

that if an international rider wanted to come over and be national champion it was fine with me. The more competition, the better we're going to get. That's what I really care about. They felt it would draw away from the nationals. These are their exact words: the nationals are for national riders.

It's fine to talk about the nationals, but what about the Sportsman rider?

The Sportsman is the one rider being hassled more than anyone else. Those are the guys the sport should be catering to. We have to get more guys interested in specialty events. You can only have so many works riders and we lost half of them in '76. That's only going to discourage the up-and-coming experts even more. The sport has to cater to the novice and the clubs aren't doing it. When clubs have number plate systems it means all the good riders have to show up or they're not going to get as good a number. When they emphasize this they get good riders all the time instead of letting other people have a crack at winning occasionally. That's why I'm dead set against number plates. It forces the top riders to come out.

What are your thoughts about training?

Practicing is a very personal thing. It depends upon the individual. And the only way you can keep your enthusiasm for long periods of time is to enjoy the sport. When you cease to enjoy the sport — why do it anymore? If you enjoy practicing for six hours every day and you have the time, that's what you should do. If you enjoy practicing just once a week or just riding the trial, that's what you should do.

Like Lampkin not riding between trials, that's what's best for him, but you have to realize that the best practice for trials is trials itself, and those guys in England ride at least a

MCE

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trial every weekend and sometimes two or three in a week. If the best practice is riding in a trial, then consequently he's getting much better practice riding one really tough trial every week than someone who goes out and practices three or four times a week.

I think physical training, especially in this country, is really necessary if you're going to go for world championship stuff. After you start riding in world competition, that keeps you in shape. You can't ride tough enough trials in this country to keep you in shape. Over here you get more out of practice than out of riding the trial. If you lived in England you could ride a tough event every weekend. If we could ride good, tough events every weekend, pretty soon we'd start having world class riders.

What can be done to encourage the growth of observed trials?

Right now trials is using the manufacturers and not giving them anything in return. And if trials doesn't give them something in return they're all going to drop out eventually. They can't sell more motorcycles until we change the format of trials — more special events so the sport can grow. The key is beginners' trials. There should be at least one beginners' trial every month in every area of the country for the guys who are riding enduros and motocross and who want to come to a trial. The trailbike class is no good. They'll come out and win a trophy and move up to the next class and they'll just quit because they were winners once, but can't compete against trials bikes. Or else they sandbag the trail class and never buy a trials machine.

How do you feel about prize money for the expert class?

It's difficult to say whether there should be purses. I guess it's OK as long as the sport doesn't get too cutthroat. I don't see anything wrong with a rider making a living, but it shouldn't get to the point where the guys get so competitive that it ruins the sport for the other experts. I want to see trials flourish more than anything else.

LEAK LICKER

I have a rather serious problem

with my 1976 350 Sherpa T. The problem lies in the air box. Do you have a suggestion on how to seal the new air box? Even washing the bike with a garden hose allows water to get in. I've tried sealing the filter edges with grease, but I think the problem lies in water getting in from under the seat. Your new section in DIRT BIKE is great, keep it up.

Tim Bellamy

Burlington, Ontario, Canada

Use more grease! A whole handful. Also try drilling a hole on the bottom of the unfiltered side of the air box at its lowest point. Then put a wire with a loop at each end through the hole. This will keep the drainage hole from plugging. I've never done this to a Sherpa, but when we raced Matadors at the Six Days Qualifiers it worked super. Check all your edges on the air box, you may have a leak somewhere. Some '76 T's have developed punctures in the top backside of the unit.

I WONDER WHILE I WANDER

I heartily agree with you that if trials is to grow in this country, specialized trials is the answer. Good luck with Trial File.

I ride a '76 Sherpa T 350 and on rough ground the front end wanders due to what seems to be a twist or flex in the forks. A couple of fellow club members have bikes like mine and they also say theirs do the same thing. Is this normal for the '76 T? It seems to me since I've owned other trials bikes that the steering on this Bul could be more precise without the twist or flex problem. Can you advise on how to correct this?

Gene Diodato

Salida, Colorado

It's possible the new MT13 Pirelli tire is giving you the sensation of wander. The super-thin sidewall gives ultra-traction, but feels very different from the thicker walled 2.75x21 Dunlop most trialsmen have become accustomed to. A cure may be a couple more pounds of air in the front tire. Another interesting test would be to try an old Dunlop. If you have done most of your past riding on them you may find that familiar Dunlop to your liking. If this doesn't work, replace the stock triple clamp pinch bolts with hardened units. This allows you to tighten the triple clamps more

securely around the fork tubes. One last thing. If you want a super-controllable front end, a steel handlebar gives a much more flex-free ride than a Renthal. My personal combination is steel bars, hardened bolts and a 2.75x21 Dunlop, or eight pounds air in a Pirelli front tire.

WOULD WE LIE TO YOU?

The test in the October 1975 issue describing how to make the RL competitive and a very good buy at my local dealer persuaded me to buy a Suzuki RL250.

I have owned the RL for three months and have slowly made most of the modifications suggested, as I have decided they were required. I am amazed. Every modification proved to be required and has made a significant improvement in performance. I have decided to add the flywheel weight. I have added two gaskets to the head in an effort to smooth out the engine at low rpm. Lowering the compression down to 6.0:1 from 6.7:1 has made a difference. However, the engine will stall out at low rpm when encountering an obstacle. I would like to build my own flywheel weight, but do not know how to secure it to the flywheel. Does Lynn Barnes use the three tapped holes used for pulling the flywheel? If not, how does he do it? With a flywheel weight should I bring the flywheel compression ratio back to 6.7:1? Also, will the X-dusor muffler without the reed perform as well as your suggested Skyway muffler?

Ray Vincent

Dacula, Georgia

(Editor's note. We checked with Jeff Koskie who was 1975 Arizona trials champion aboard a factory-sponsored Suzuki for the answer here, Ray.) Use the three holes used for pulling the flywheel. As far as the compression is concerned, try it both ways. The stock ratio should give a bit more power, but subtract a bit of the smoothness of the lower compression figure. The X-dusor muffler should work fine.

WHAT MEAN 'UM LIMEY?

I have just read a copy of DIRT BIKE. An excellent publication even if I as a "limey" can't understand all the jargon.

Continued on page 84

STUFF

This column is dedicated to the proposition that there are some really swell products out there in knobbyland. Humanitarians that we are, we feel obliged to pass them on. You get fancified product releases in New Products, but nothing will appear in STUFF that the staff and staff consultants have not used themselves. Call 'em product recommendations, if you will. Just another consumer service from DIRT BIKE, where the phoo goes in before the label goes on.



BLUE SUEDE FOOTWEAR

See my Big Johns. Want 'em? There're still a few left of these original limited edition blue suede boots. The staffer who bought them must have really liked them because he actually bought them. For info about a whole passel of English motocross and trials products, drop a dollar to Knobby Shop International, P.O. Box 1592, La Jolla, California 92038; (714) 452-1783 and they'll send you a catalog.

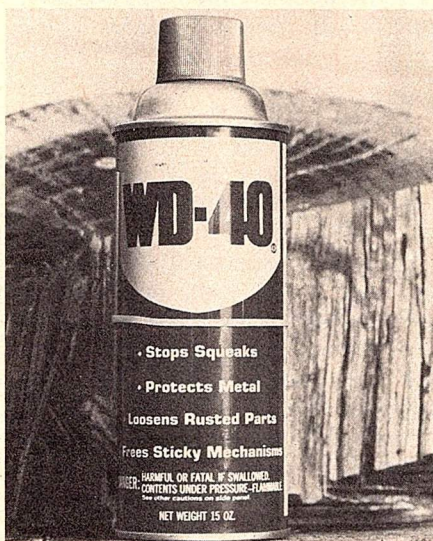


GLASS GOGGLES

There are a whole gaggle of goggles used by the DIRT BIKE

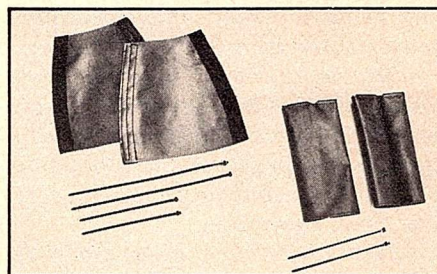
staff, but one rabid staffer will wear nothing over his glasses but Baruf-faldis. The chamois-covered foam fits the face closely, absorbing more sweat with less irritation than standard foam seals.

Problem, the lenses scratch relatively easily. Problem again, replacement lenses are hard to find. Cycle Parts Unlimited, 206 West Lawton, Edgerton, Wisconsin 53534; (608) 884-3476, will supply them to dealers. If you can find spare lenses, and if you wear glasses, give 'em a try.



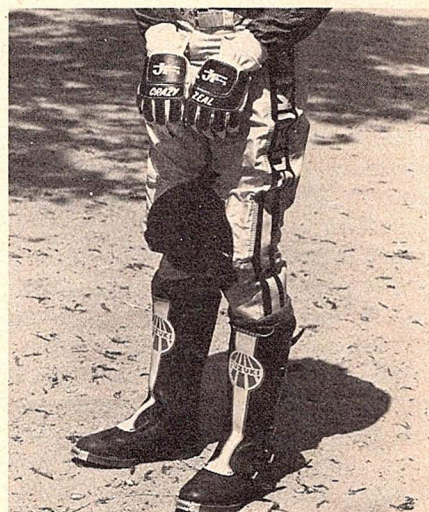
ULTIMATE EVERYTHING LUBE

You could easily spend an entire evening lubing all those brass sticky intricate latchworks and mechanisms that cry out for the deep-penetrating, long-lasting lubrication of WD-40 in your home alone. Think about it. Light switches, latches, hinges and locks. Anything that moves, slides, hinges or talks. At least 80 percent of the things you touch in one day need the slick touch of the mighty WD. Anything and everything from bicycles to blimps. Your life will be much happier if all the machines and mechanisms around you, no matter how simple or complex, are working smoothly, quietly and are wearing less. If you think you've covered everything, look again.



FORK AND SHOCK COVERS

Lazy? Don't want to pull your forks off to put on zoot rubber boots? Just wrap a pair of Dirt Rider's Fork Covers around the tubes, seal the Velcro and tie-wrap them on. The Shock Sox aren't so easy. They require unbolting the top mount and sliding the sox over the shock. They may not look pretty to some, but they do a great job of keeping grit and grime away from the seals, prolonging suspender life. Let your buddies snicker, you'll have the last laugh looking at their seeping seals. Available from the Dirt Rider, P.O. Box 26705, Tucson, Arizona 85726. Around \$5.50 for the wrap-on fork covers, about \$4 for the shock sox.



FIRE SALE

Slowly, but surely, Zeal has been replacing his riding wardrobe since the Big Burnout of '76 (see page 87 of July issue for pyrotographic evidence.) So far the reconstitution campaign has yielded the Suzuki pants and boots, and personalized JT gloves seen here. Other garments include a Gold Belt, Jim Davis shoulder pads, Electro helmet and Scott goggles. Now all he needs is a red and blue DB jersey.

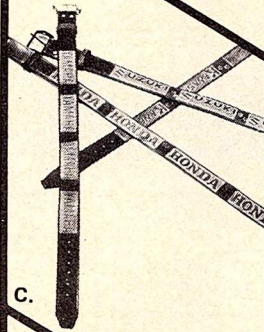
Zeal reports that the boots are really comfortable, with a proper fit from day one. The nylon with leather trim pants fit best when riding an RM.



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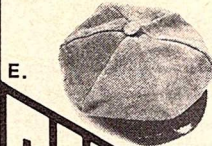
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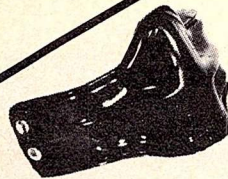
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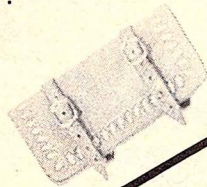
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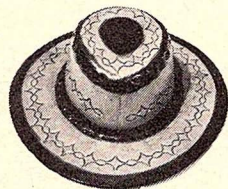
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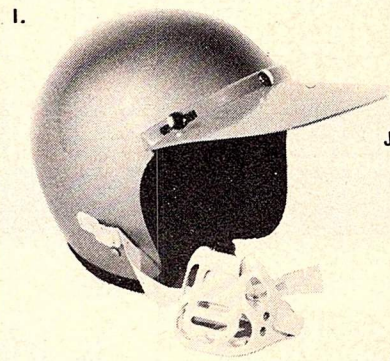
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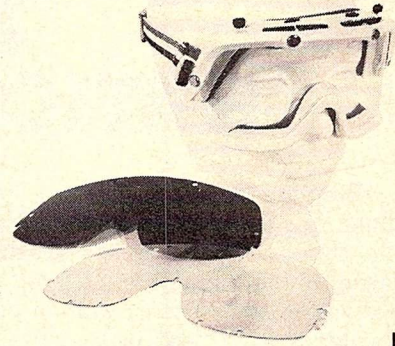


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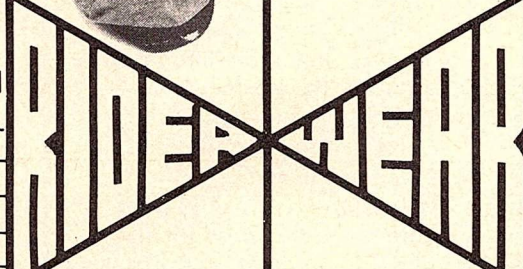
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B. RIDER WEAR GLOVE — Combination inside and outside sewn for lasting durability, high quality calf skin. Adjustable wrist band and elastic on back of wrist to secure tight fit, nylon stitched durable neoprene backing, no palm seams to cause blistering. Sm, Med, Lg, Xlg. \$8.95

C. BELTS — The finest saddle leather available, joined by saddle stitching. sizes 28 - 38 \$5.95

D. VISOR — Made from tough saddle leather, hand tooled and hand stained. One size fits all. Available with Japanese logos & Harley logo or with a hand painted brim \$3.95

E. STROKER — Soft leather top and a saddle leather brim, hand tooled and hand stained in an antique finish. Available with Japanese bike logos & Harley logo. Sm, Med, Lg, Xlg \$7.95

F. MX FACE GUARD — Comfortable protection from flying rocks, mud or tree branches when Enduro riding. Tough unbreakable plastic comes complete for installation \$4.95

G. LEATHER TOOL BAG — Made from tough saddle leather hand saddle stitching for durability, no rivets. Bag is easy to mount on bike handlebars, downtubes, wherever \$8.95

H. WINCHESTER HAT — Made from the best saddle leather available. This hat is made entirely by hand. It is hand stitched, handsomely hand tooled, hand laced and hand stained in antique finish. Made to last a lifetime. Sm, Med, Lg, Xlg \$8.95

I. RIDER WEAR HELMET — Hand-laminated fiberglass carries all approvals for street or professional competition. Available in magnum silver, white and competition orange. Sm, Med, Lg, & Xlg \$19.95

J. DUCK BILLS — Quality plastic, with adjustable snaps to fit helmet. Available in black, white and orange \$1.50

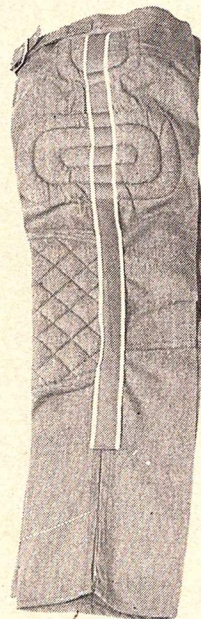
K. MOUTH GUARDS — Quality plastic, comes with snaps and fastening kit \$3.95

L. MX GOGGLES — This corran copy has all the features at less than half the cost. Adjustable top vents, soft foam to face, tri color adjustable strap, bottom exhaust for no fog \$4.95

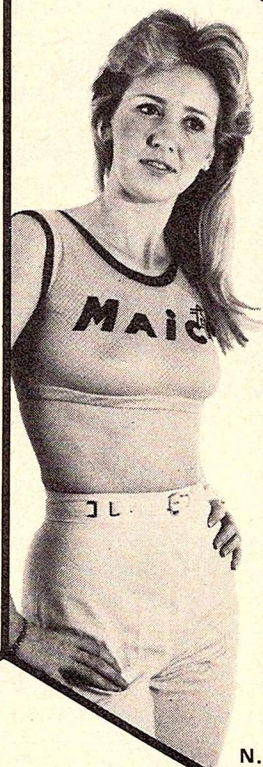
M. LIGHT WEIGHT MOTOCROSS DENIMS — Inside sewn, padding zipper leg, built in belt and buckle, colorful two tone racing stripes. Kids' waist sizes are 22 - 24 - 26 \$16.95

N. HALTER RACING JERSEY — American made nylon vented halter top. Standard bike logos available. Elastic bottom to secure perfect fit. Available in color combination red/white, green/white, blue/white, gold/white and black/gold. Size Sm, Med & Lg, Xlg. \$4.95

O. RACING JERSEY — Nylon vented with double reinforced elbows. All Standard bike logos. Available in color combinations red/white, blue/white, green/white, gold/white, blue/gold, silver/black, black/gold. Sizes Sm, Med, Lg & Xlg. \$9.95



M.



N.



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Winning . . . winning . . . winning. We're all conditioned, from the time we can shake our little rattles to the time the only thing we can rattle is our bones, that to be a winner is to be the best. This has become the correlation. If one is the winner . . . one is therefore the best. Take for an example an election: Many people vote for the man they think will win so they can say they voted for a winner. The same can be said for a horse race, a bookie joint or a football game. But the correlation of being the best isn't always an accurate observation. People leave out the variables: of timing, of monetary backing, and even of hidden mistakes.

But how many people are there in competition who lose, who are just as good if not better than their opponent, except that they didn't win. The usual answer is, "Well, that's what makes a ballgame . . . a ballgame." Is it that we hold dear only the ends and not the means? Isn't the struggle more interesting? Or is it only interesting from the winner's mouth.

The ups and downs, ins and outs, winning and losing to which we have become accustomed in our everyday lives are not so spectacular because of their outcome, but rather because of the way we handle ourselves before we resolve our dilemmas. Old movie moguls used to say that the formula movies of "Boy meets girl" always went over big even though audiences knew that the boy would get the girl in the end. It was *how* the boy would get the girl that people were interested in.

This may appear to be heavy thinking, but after you read the following you may find that you also agree.

It is not an easy thing to win a Championship . . . because sometimes things happen to you, or to your motorcycle or on the racetrack, that only one thing can solve. And that solvent, luck, was the one thing not on my side the day I showed up for the 500 National at Mexico, New York.

Besides this controlling factor, a Champion-to-be must have a good mechanic, a great machine, and must be in top physical condition. (I had had a lot of success going for me in the 250 class, and was now hoping to carry it further to make it three in a row.) I was in shape, due to an extensive training program, and I had the best mechanic on the MX circuit, Steve Johnson. But nothing that day was going to stop the inevitable . . . which would keep me from being able to defend my title.

As the race began, all of our hard work seemed to come together. We were all prepared . . . to win. But nothing that day was going to stop that little rock. The one that came off of Tony D.'s bike. It smashed against my knee, giving me such an intense pain that I knew the race that had just begun . . . had just ended . . . for me. I took the start of the first moto, only to fall over in a mudhole when my knee gave way. I tried to complete the moto, but managed only to go halfway and then pulled into the pits.

We sat there in the pits just looking at my knee, looking past my

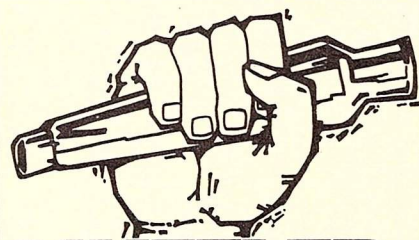
knee, into the lost future and hard working past. When the race ended I was rushed to the hospital . . . where the news was confirmed: the knee was broken.

Steve and I couldn't believe it! We had been ready for everything . . . but not this. We had conquered the 250cc title and the Supercross Series . . . but because of an unlucky occurrence the 500cc Championship was now lost. As the reality of a broken leg started to sink in, I began to hate life.

I was taken home with nothing but time on my hands. The days wore on and on; plenty of them to help me get over my injury, but not enough to obliterate my loss. I came to realize that if it's not an easy thing to win a Championship . . . it's an even more difficult thing to lose one. When I had won, I had taken that fact for granted, but I was never prepared to cope with losing. *That* fact I was taking quite hard.

However, after a while I began to realize that the possibility of something like this *not* happening to me was utterly ridiculous. That it is exactly this experience, the possibility of it, the contrasts, that make racing so exciting. And that chances are taken all the time — especially the chances of losing.

This was the one controlling factor I hadn't counted on. It took me a while, but I finally came to realize that what the racers say is really true. That it (losing) is just one part of all of the parts (struggle and completion), of the game.



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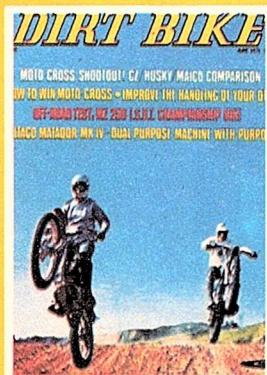
A top quality motorcycle. Built by a company that makes motorcycles. And nothing else.



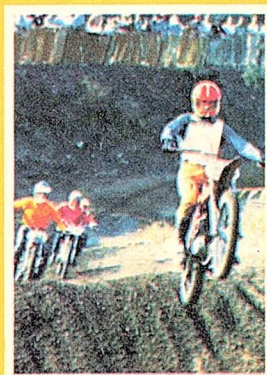
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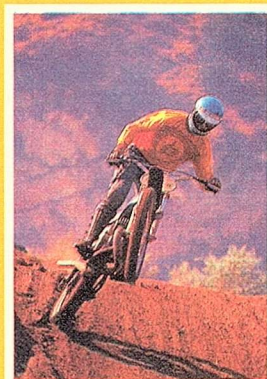
SUPER TRICK-ACTION COLOR POSTERS



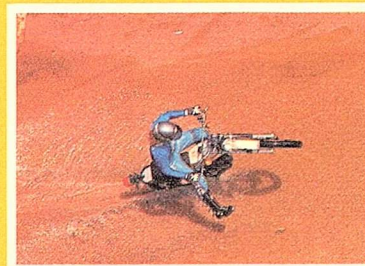
1. FIRST ISSUE OF DIRT BIKE



2. ACTION AT INTER-AM

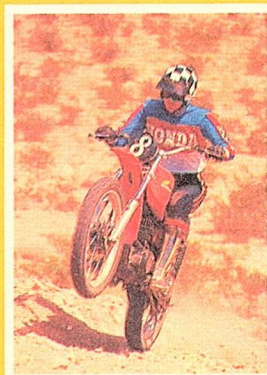


10. JIM CONNOLLY, 250 BULTACO PURSANG

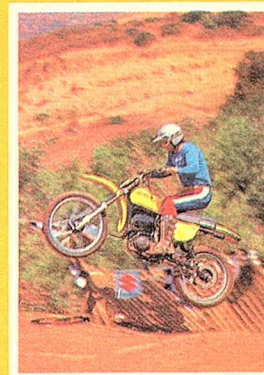


9. GEORGE WEGNER, CAN-AM 175

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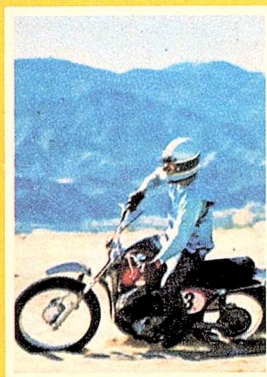


11. AL BAKER ON A 250 HONDA

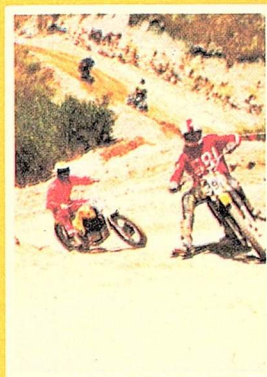


12. GUNNAR LINDSTROM ON A SUZUKI

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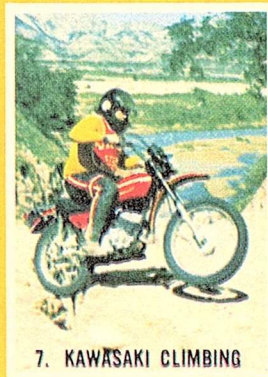


3. JIM CONNOLLY INDIAN DUNES

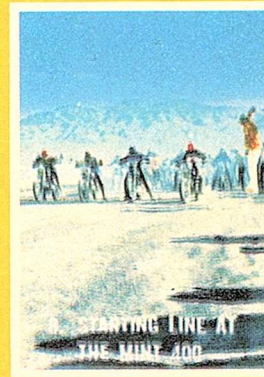


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EDITORIAL

Continued from page 5

you see a number for a bike you've heard, you can relate from there.

It seems to me that we could also give silencing a bit more attention in DB. There are myriad aspects of sound creation transmission of which none of our staff members have significant knowledge. We do, however, know some people who do have that knowledge. Still, you might be surprised to know what benefits simple measures such as foam padding in your air box or heavier oil in your gearbox can have. In the future, we'll try to explore some of these noise nuances and maintain a higher level of awareness concerning the problem.

So, for the time being I'm going to slide the N file back into the archives. As always, it remains on the active list. Funny how it comes back to haunt me in different forms. Sometimes abusive, sometimes more restrained. I suppose my real problem with the N file is where it should actually be. It would be a pleasure to no longer be tempted to stick it under E for Embarrassment.

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DIRT BIKE

MAGAZINE

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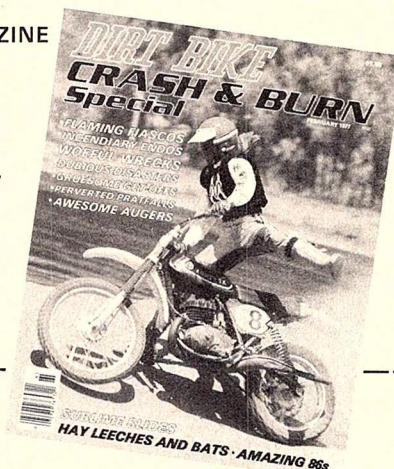
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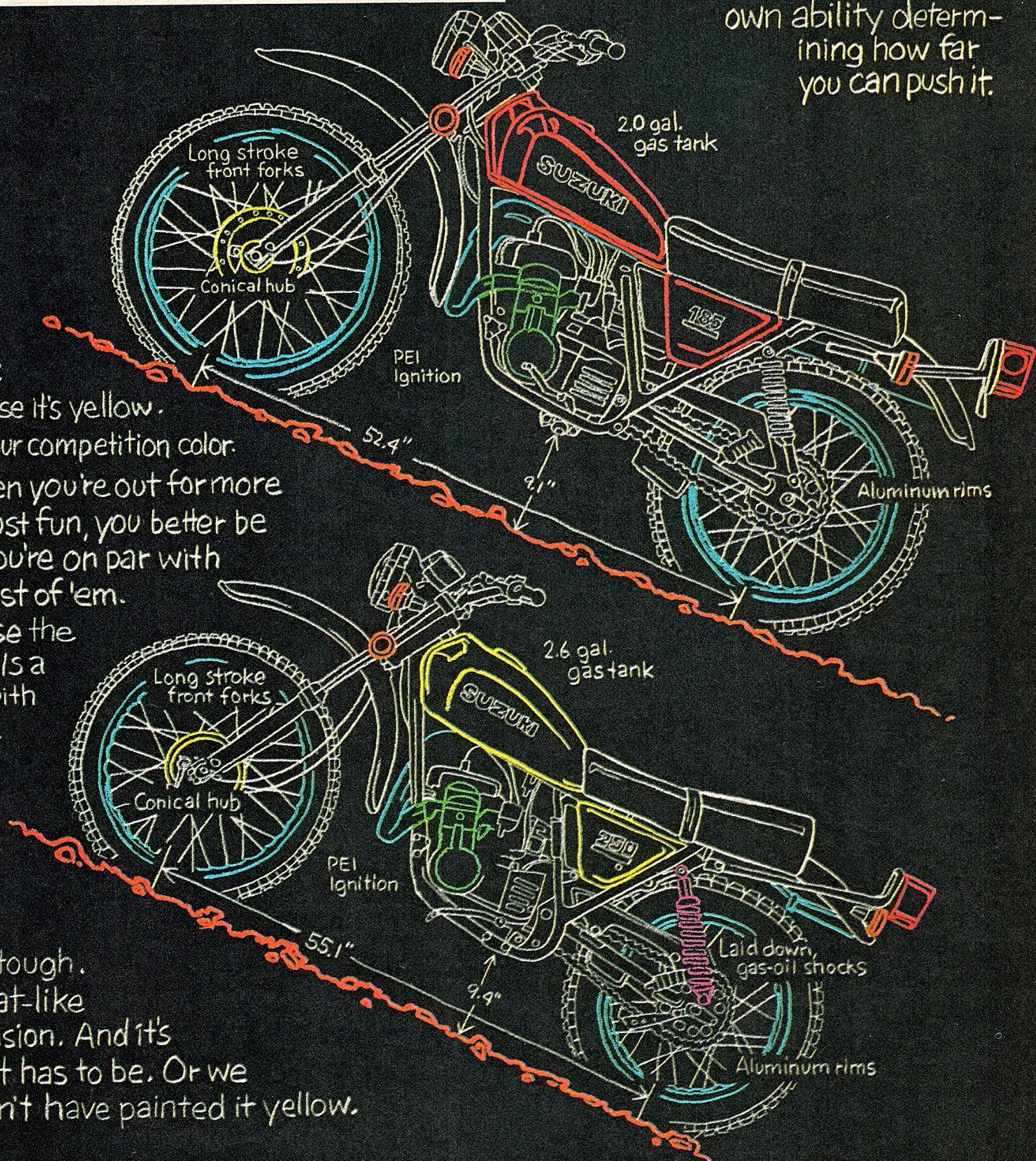
THE ROMPING-STOMPING ALL NEW TS185 & TS250



TS185: If you're ready for some real fun, for challenging the trails and streets like the champs, Suzuki's all new TS185 is for you. It's powerful yet light and nimble. And it'll haul you over far, through mud, and rutted trails with nothing but your own ability determining how far you can push it.

TS250:
Of course it's yellow.
That's our competition color.
So, when you're out for more than just fun, you better be sure you're on par with the best of 'em.
Because the TS250 is a Moto with lights.

Agile.
Super tough.
With cat-like suspension. And it's fast. It has to be. Or we wouldn't have painted it yellow.

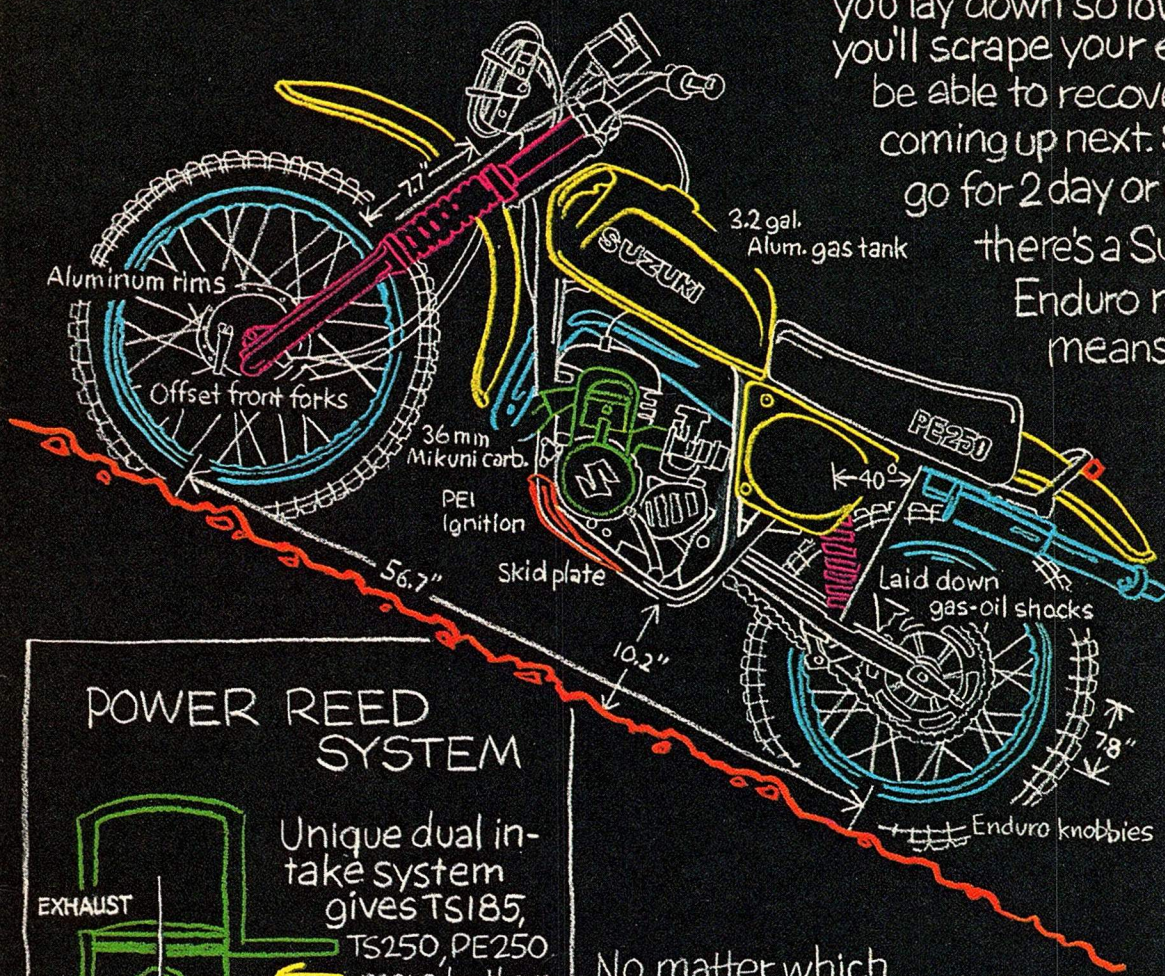


THE THOROUGHbred: SUZUKI'S ALL OUT COMPETITION ENDURO. THE PE250

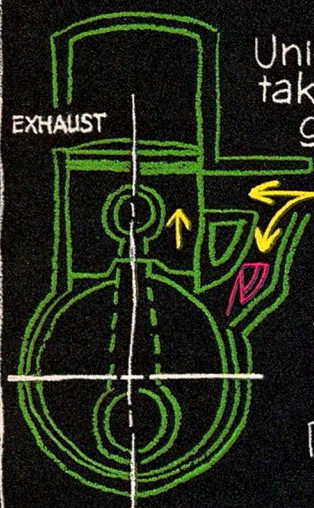


PE250: A pure Enduro. Vibrant Suzuki yellow. For a pure racer. That'll sneer at competition. With a top end that'll stand your hair on end — Low end torque that'll dare you to hang on. And if you're really a pro, the suspension will let you lay down so low in the corners you'll scrape your elbows — and still be able to recover for whatever's coming up next. So whether you go for 2 day or 6 day trials, now there's a Suzuki pure bred Enduro racer. And that means just one thing. If you're rider enough, you'll win.

The PE250 Enduro is intended for competition use only. It is not intended for street use.



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FORGET YOUR TROUBLES. GET ON SUZUKI.



YOU'RE NUMBER ONE, SON!

the CAMEL PRO SERIES

Harley-Davidson Springs a Winner!

by Woods



Jay Springsteen put the pack behind him consistently all season.

We were lucky. Considering the number of races in the Camel Pro Series, and considering that these races work their way back and forth across the whole of America, and considering, especially, the financial limitations of the Great Yellow DIRT BIKE travel budget, it seemed extremely unlikely that we would be able to view the race that decided the Championship. As things happened, however, the Number One plate was won right in our backyard, at dear old Ascot Park. The three-way end of the season clash, between Kenny Roberts, Jay Springsteen and Gary Scott, was a long time in building, though. That

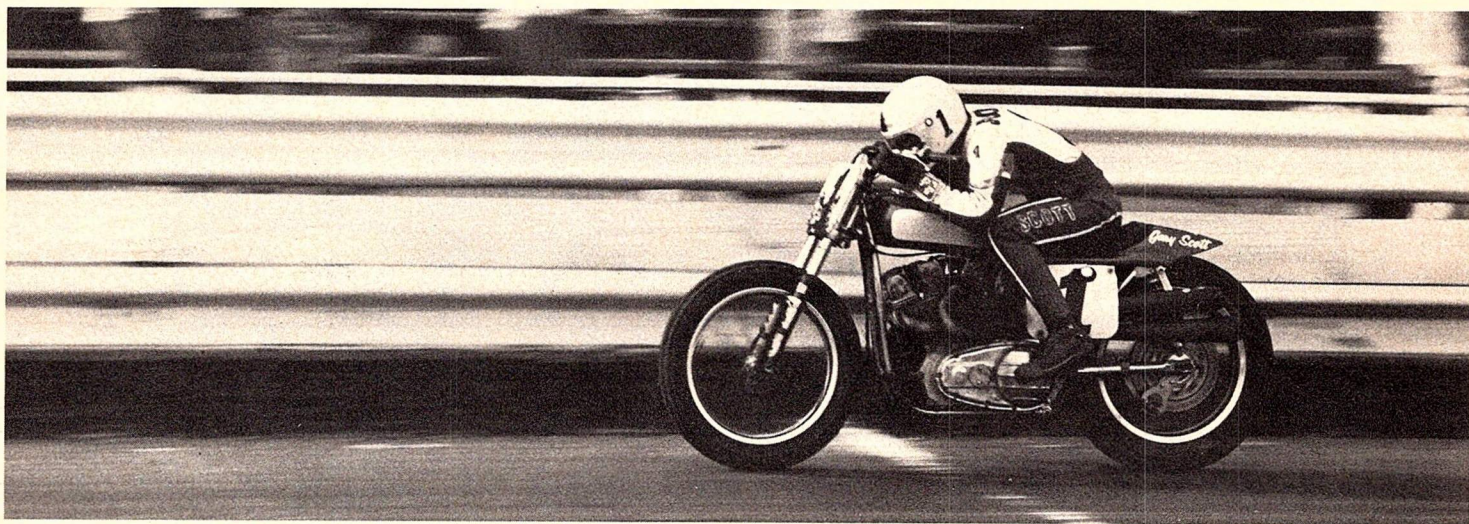
last race only becomes important in light of the season behind it.

Before the Series started on January 26 in Houston's Astrodome, most knowledgeable fans would have predicted a two-way fight. Kenny Roberts and Gary Scott have been battling each other for the title for years now, and there was little evidence that this year would be any different.

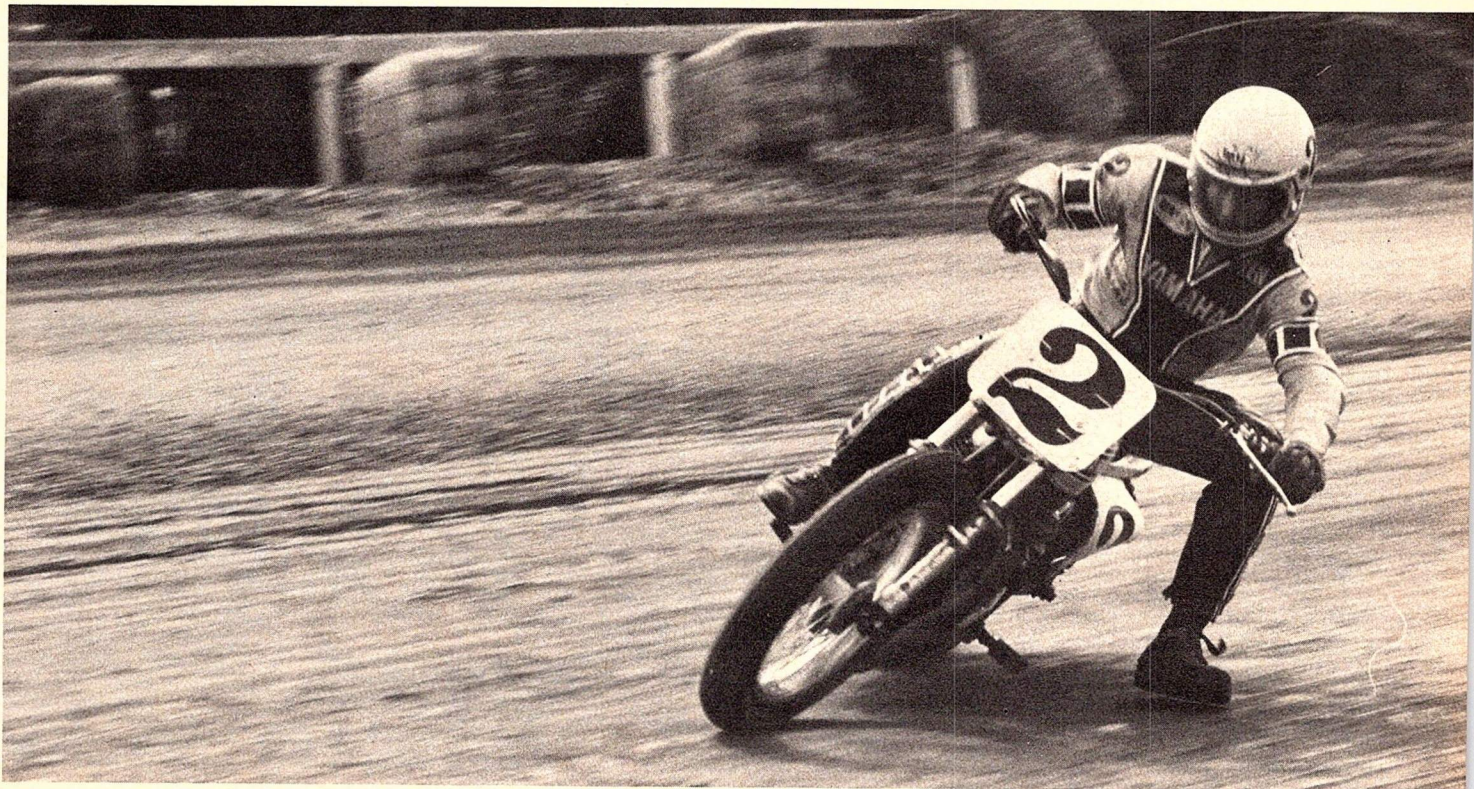
Or was there? Kenny, for the first time since 1973, would be starting a season without the magic "One" on his bike. Would this have a psychological effect on the Yamaha ace? If so, would it help or hurt him? Also, the declining importance of

road racing (Yeesh, sorry about that. We'll try to keep mention of it to a minimum) would hurt Roberts, who is superb on a road race course.

Gary Scott must have that increased emphasis on dirt tracks as an advantage. Also, Scott began the Series as reigning champion, an edge which never hurts. Scott, however, had broken with his sponsor, Harley-Davidson, and was riding as a privateer. Recent years have shown us that privateers, unless their name is Dick Mann, do not become Number One. Harley's Racing Manager, Dick O'Brien, wasn't about to make it easy for Gary, either. Scott had taken Number One



Gary Scott, riding as a privateer, swapped the lead in the points race all season.



Twice Number One Kenny Roberts was always in contention, fighting a rash of mechanical troubles all year.

with him when he left. Harley-Davidson wanted it back.

Back-to-back TT and Short Track Nationals at Houston did little to ease the predicting. Rick Hocking, a 23-year-old privateer, won the TT riding a modified TT500 Yamaha. Roberts picked up a second, Scott a fourth. The Harley team was not much in evidence. The Short Track went to Bultaco-mounted Bubba Rush, his first-ever National win. Roberts seized, and could manage no better than 13th, followed by 1975's rookie of the year, Team Harley's Jay Springsteen.

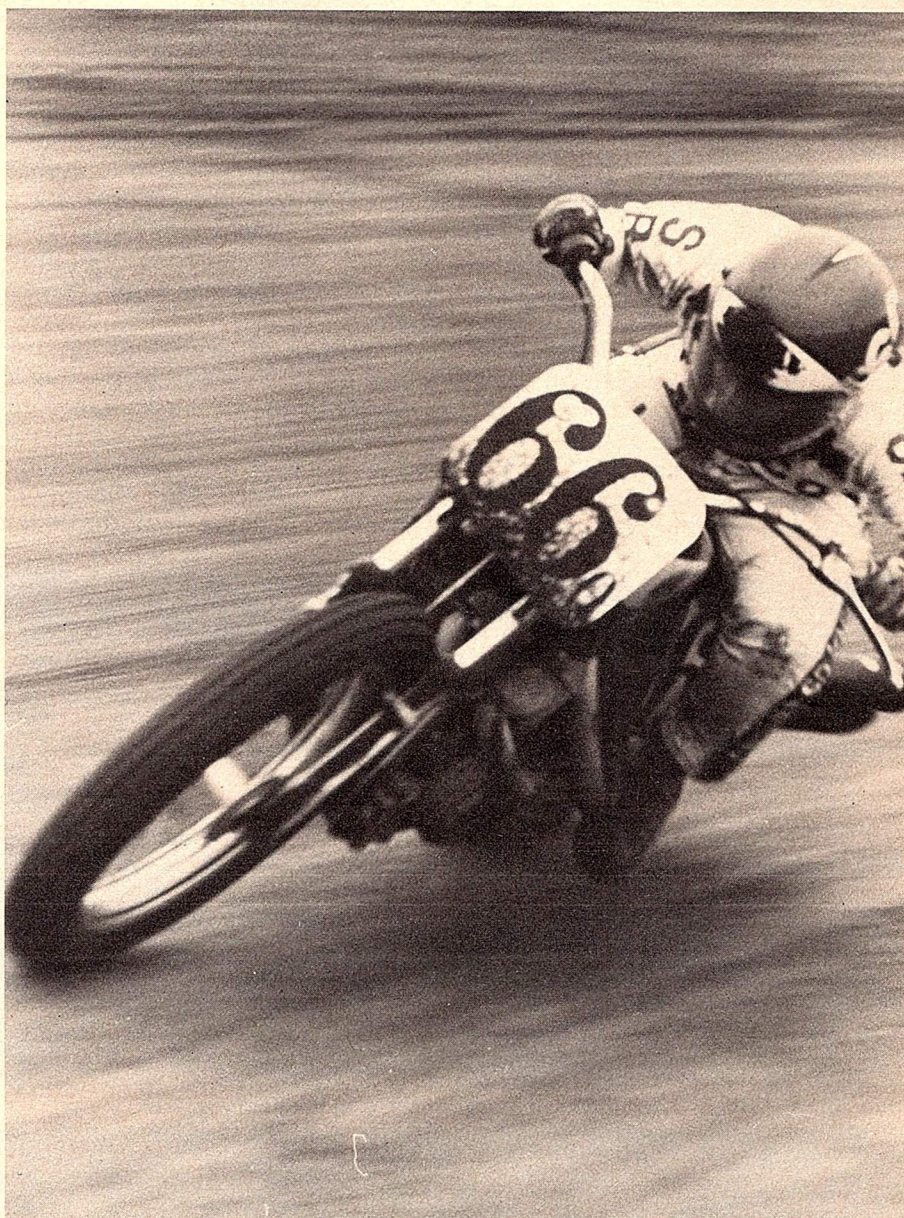
After an obscure pavement race in Daytona, Florida, Roberts moved to second in the points standings. Gary Scott was involved in a three-way tie for tenth. Not one member of the Harley team was in the top ten.

They headed back to Texas. Kenny took the Stadium Short Track from wire to wire. A consistent Rick Hocking scored a third, enabling him to hold on to a slim points lead over Roberts.

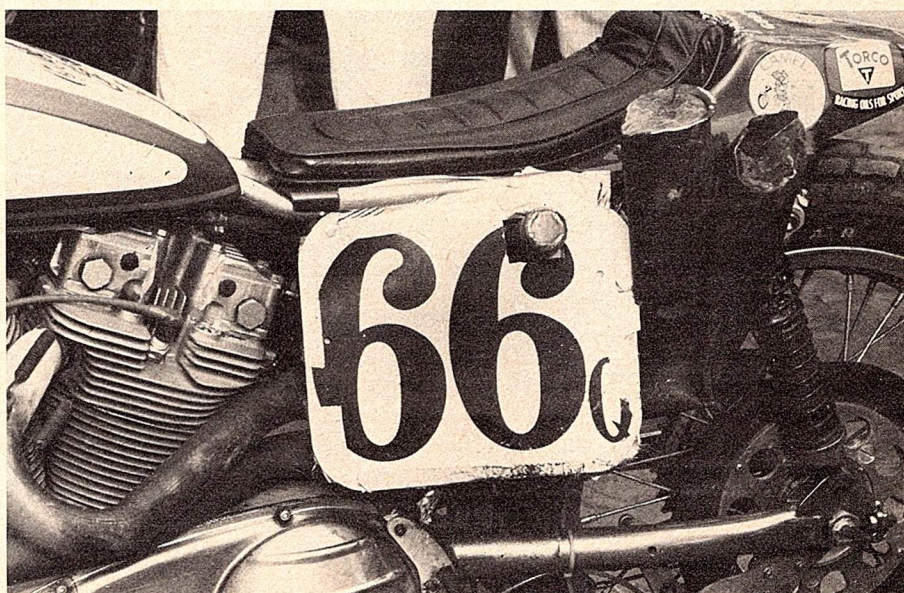
If you were paying attention you read about the May 16 San Jose Mile some months ago in Dear Ol' DB. To refresh your memory, Scott came in third, moving up to an identical position in the points race, behind Hocking and Roberts. Rex Beauchamp, Gary's former teammate, took the win, finally fighting off a pressing Springsteen on the 24th lap. Roberts' Yammer didn't have the beans for the fast Mile track. Scott assured himself that his bike *would* in the future, by claiming the winning Harley.

Half-Miles made up the next two races on the circuit, first at Oklahoma City and then in Louisville. Scott led the first, and won the second. His crash while leading at Oklahoma City was followed one lap later by a four-rider crash in the same location. The race was red-flagged, and the results for positions two to 11 were thrown into limbo for some weeks by a scoring protest. Gary's brother, Hank, took the overall. Roberts dropped out with engine trouble.

Pontiac, Michigan's TT and Short Track Nationals, allowed the rookies to shine, with Steve Eklund and Ted Boody respectively scoring their first Series wins. Roberts, with a disqualification in the TT and an 11th in the Short Track, moved into the points lead for the first time this season, passing Hocking, who was



DIRT BIKE's favorite lady flattracker, Diane Cox, finally got a competitive bike under her when Scott loaned her his back-up Harley miler . . .



. . . and she rode it until she dropped. Diane was unhurt, though the Hog was slightly misshapen.

injured in the TT. Scott picked up points for a fourth in the TT, following Harley kid Springsteen across the line. The 19-year-old "Springer" thus moved into seventh in the points standings, which still did not include the protested Oklahoma City event. Team Harley's youngest star seemed to be on the rise.

Corky Keener won the Harrington, Delaware, Full House Half-Mile, but Gary Scott was the big winner of the weekend. The AMA appeals board upheld his protest of the Oklahoma race, awarding him points for fourth. That, coupled with a third place at Harrington, put Gary atop the heap in the

standings. Second place in the Delaware race went to Springsteen, who was suddenly second in the points race as well. Roberts could only manage a seventh, dropping back to third in the standings.

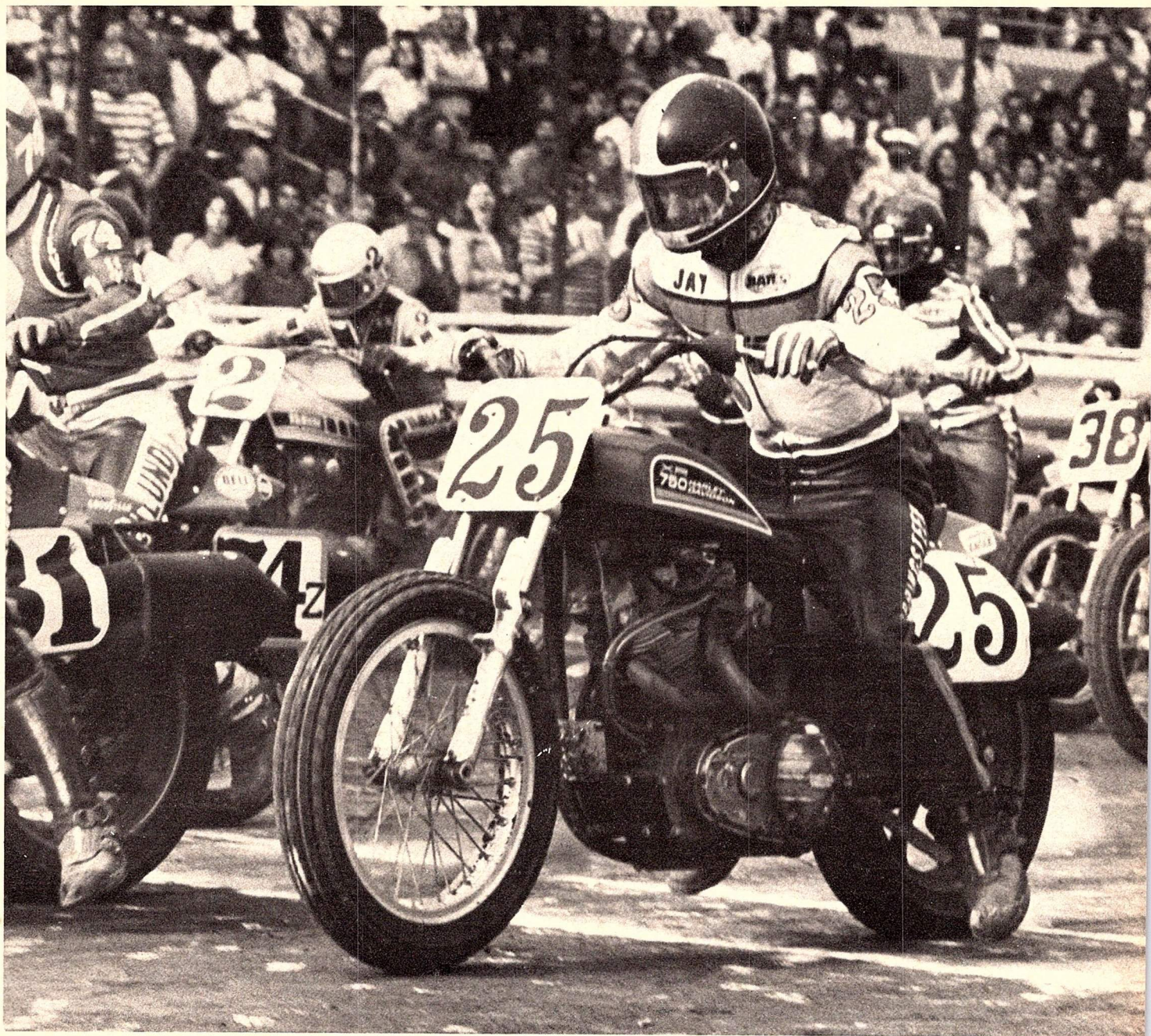
Back on the pavement at Loudon, Roberts broke, Springsteen didn't ride (he is not licensed for big-bore road races) and Scott picked up a seventh. Enough of this asphalt scratching.

Springsteen's win at the Columbus, Ohio, Half-Mile moved him up to a tie with Gary Scott. His victory a week later in the Albuquerque Mile put him on top of the points race for the first time in his career. It was a short-lived lead. Springer

crashed the following week at the San Jose Half-Mile. Roberts won the race, but Scott took second, winning the first leg of the Series and \$5000.

Gary Scott went back to a Triumph to take seventh at the Castle Rock TT and hold onto his points lead. The race itself went to Chuck Joyner, his third Castle Rock in four years. Roberts dropped out after crashing. Springsteen's 11th was good enough to drop Roberts down to third. One week later Kenny moved back to second in the standings by virtue of a third place finish at something called Laguna Seca. Hmmm, no dirt there, it's best we say no more about it.

Scott went to British iron again for



Last year's rookie of the year, Jay Springsteen, about to go for it at San Jose.

the August 7th Ascot TT. His Triumph carried him to a first place finish. Roberts took second, Springer fourth.

Following Ascot there was a spread of 30 points between the top three riders. The Santa Fe Short Track narrowed that considerably, with Springsteen (second) and Roberts (fourth) both gaining points on leader Scott (eighth). Two nights later, at Terre Haute's Half-Mile, Roberts and Springer scored again, taking first and second, while Gary was held back to fourth. Roberts took over the points lead by one. Springsteen was only 17 points off the mark in third.

Gary Scott must have been feeling

affection for the British motorcycle industry after the August 22 Peoria Steeplechase. His Trumpet won him a second, behind Steve Eklund, who already was establishing himself as a rookie of 1976. Springer accidentally shut off his gas with his knee, dropping him from first to fourth. Gary's win put him on top of the points race again.

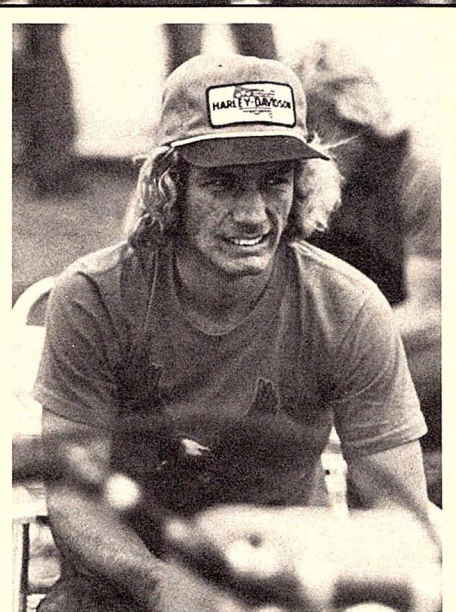
Springsteen and Mike Kidd swapped first and second places at the back-to-back Indy Miles. Scott finished well enough to hold onto a six-point lead over Springer and Roberts, who were suddenly tied for second.

Rookie Terry Poovey of Garland, Texas, took the Talladega Short

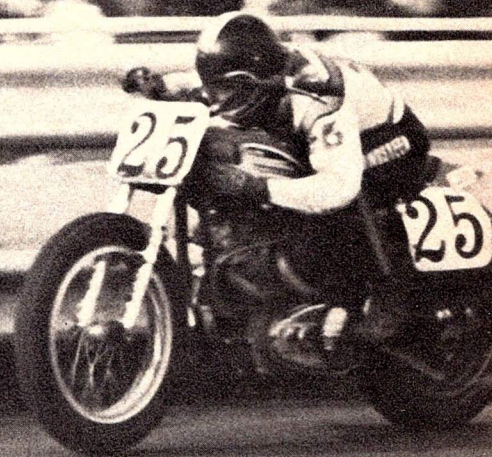
Track on September 5, but of the contenders for the throne it was Springsteen, in fourth, who picked up the points advantage, displacing Roberts from the second place tie. One week later, at the Syracuse Mile, he took the win and the points lead, never to lose either that lead, or a dirt track National, for the remainder of the season.

At the Toledo Half-Mile he won, Gary took a second to stay within 12 points. Roberts, finishing ninth, dropped back to 29 points from the top spot.

At San Jose it was Springer again, again Scott in second. Roberts' fifth place finish put his chances for the title back into the miracle category.



When it all came down, Jay Springsteen ignored advice to be cautious and went for the win. He became, in the process, the youngest Number One in the history of the Series.



Springer (25) and Scott (1) were this close in the points race, as well as on the track, for most of the season.

But the DIRT BIKE staff, begging your pardon for intruding in the summary, would like to add a few observations of our own. We were at this one, excited now that we were sure the title would be decided in our home territory. But the story of the September 26 San Jose Mile, for us at least, had little to do with the points standings.

Diane Cox, Princess Diane, did it to us again. Amazingly, Gary Scott, in a wonderful display of sportsmanship, loaned Ms. C. his back-up Harley. Think on that a minute: he was in second place in the points race, with only two dirt tracks (and one of those *other* races) to go, and he loaned his back-up bike, which

he might have needed to chase those valuable points had anything happened to his first string miler, to another privateer. Gary, we took our helmets off to you.

And to Diane, who, on her *first* race on the unfamiliar Harley, finished fifth in her heat, one position too far back to make the final. Then, in the semifinal, she moved from back in the pack to take third, again one position too low, just missing nipping Rush at the finish. Having to settle for the Trophy Final, Diane got another bad start, likely as a result of her unfamiliarity with the machine, and proceeded to literally fly up through the pack. With one lap to go she was

safely in second. The fans, who had been losing their voices cheering her, breathed a sigh of relief. Too early. Diane was not going to settle for second. Going into the last corner deeper, she actually pulled alongside of leader Gleason before the Harley broke traction, and then found it again, pitching Diane over the highside. At 100 miles per hour! She was not seriously hurt, and walked back to the pits beaming, while the stands exploded. Diane had finally had a chance to show what she could do. Next month, she'll talk to DIRT BIKE about her plans for the future. We hope, by then, that we can report the good news that she has gotten the first-rate ride that she deserves. Write you favorite factory if you agree.

And then there was Ascot. The finale. Anticlimax, we guessed, figuring that Springsteen needed only a better than eighth place finish to clinch the title, regardless of how Scott or Roberts did. The consensus among the DIRT BIKEers was that he would do just that, under orders from wise old man Dick O'Brien, and circulate in mid-pack with the title in the bag.

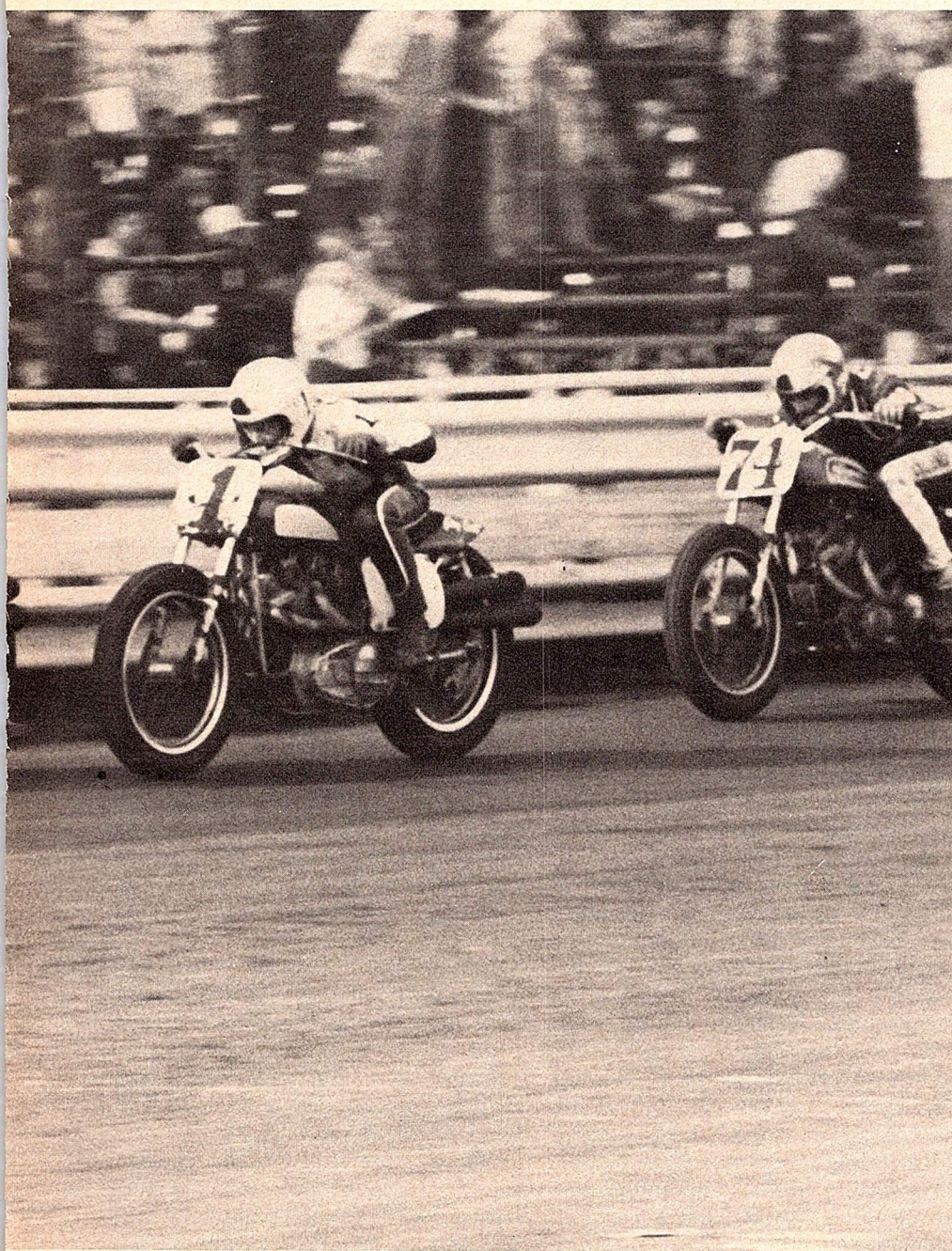
It didn't turn out that way. The first indication came in practice. In a moment which must have had everyone connected with the Harley effort chewing on their left ventricles, Springer collided with teammate Beauchamp, spraining a finger. We were assured that it was not serious.

"Now he'll for sure be careful," we said. "No one comes *that* close to losing it all on the final night and still takes chances."

Wrong again. In his heat Jay grabbed the holeshot and ran away with it. Gary Scott, riding his heart out on a Harley after his faithful Triumph had developed difficulties in practice, could do no more than follow Springer home.

And it all came down to the final. Call him reckless, call him what you will, Springsteen made a lot of converts. He went for it, grabbing the holeshot, pulling into a lead. The only person to pass him in the entire final was Jorgenson on his Norton, who got by briefly on the 15th lap. Jorgy amazed everyone by sticking with Springsteen, but Jay was also amazing, winning the Number One plate, and the race.

Cautious, hell, he set a new lap record while winning it.



D.G.'S RM125 RACER



by George Wegner

The other day we got a call from D G Performance, one of the hotter specialty shops in our area, and were offered one of their shop race bikes for a riding impression. Ever eager to pass on to you all the news there is to know and risk our bones and flesh for the good of the sport, we said yes, yes, oooh, come on. Or, was that the brunette from Northridge?

Our initial test session was held at our local sandwash, where we gave the D G racer a thorough once and twice over.

The basis for the performance increase on the D G RM, as with most one-two-fives, is an increase in rpm and a different breathing arrangement through porting and exhaust design.

Extending the rpm range is achieved by replacing the stock ignition coil and "brain box," which has a designed-in feature that limits the engine from revving much beyond 10,000 (and for a good

reason), with a Moto-Tek CDI unit, which allows the little ankle-biter to rev way up to 11,500.

Cylinder porting is considered mild by D G's standards and consists of: polishing and matching all ports; chamfering edges; modifying the transfer angle to a bit more than stock; lowering the intake port a mm or so; raising the exhaust port about 1mm; and, the most extensive mod, lowering the third transfers several millimeters in order to line up with two scavenging holes added to the rear of the piston, centered along the lower ring groove. With the exception of adding scavenging holes and removing the lower ring, the piston is otherwise stock in its dimensions. A D&H fiber reed replaces the stock steel Suzuki petals.

Incoming air is mixed with the correct ratio of fuel and oil in the bowels of a 34mm Mikuni, which replaces the stock 32mm number and is stuffed into the stock intake

manifold.

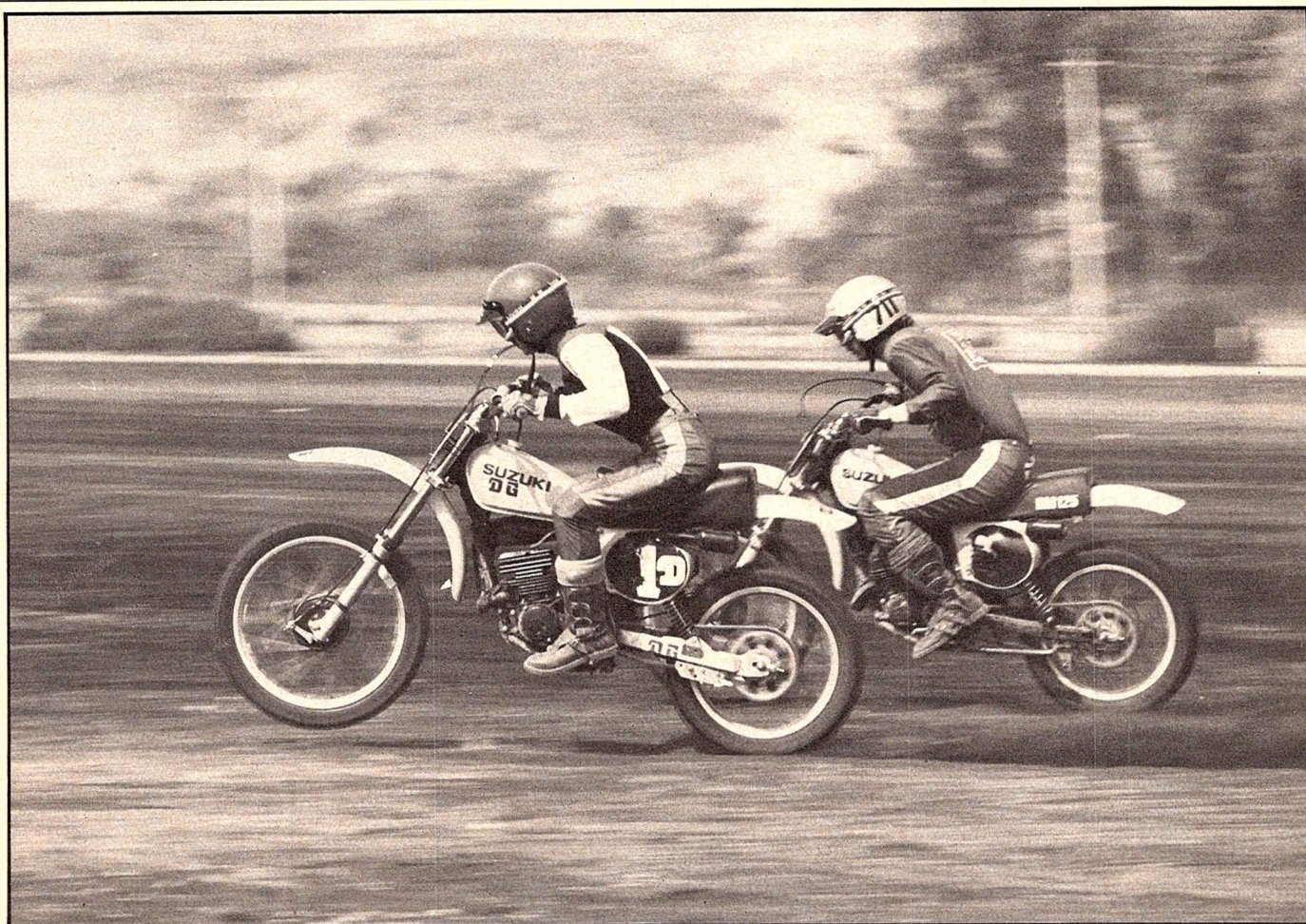
Some of your sharp eyes may have spotted the 36mm Keihin which was on the bike when we first photographed it. Although the Keihin gave the bike a bit more torque, there was a clearance problem between it and it will not be sold yet. In fact, they have worn through a few float bowls for lack of clearance here. In the near future they hope to have a shorter intake manifold which will make this conversion saleable.

Exhaust gasses pass through D G's latest production up-pipe which will now clear the stock and their uncut head.

Finishing off the motor package is their 17-fin radial head, which raises the compression ratio slightly.

Moving right along to the chassis. Larger forks, of the 250/370 RM variety, were bolted to the front end in order to get a little more travel. The stock 125 hub is bolted to the

If you know what you're doing you can win more races on DG Performance's new kit Suzuki. If you know what you're doing.



Typical drag race results between their racer and our old stocker.

bottom legs wrapped with a K&L rim and D G's eight-gauge stainless steel spoke kit. After destroying front wheels on both of their shop racers on a certain giganta-jump at a local track, they went to this heavy-duty setup which has so far proven to be indestructible for them.

Out back is an aluminum swingarm with its shock mounts moved up 30mm to allow the use of 13.5-inch Gas Girlings, which give you the same 212mm travel as stock. A Trik-Products chain guide/tensioner hangs off the bottom of the arm to keep things in line.

Other than the seat kit and raised footpegs, which were personal rider preferences for Dave Taylor who races the bike regularly, the rest of their RM is basically stock.

We swapped the Keihin for the Mikuni and headed out onto the track for jetting corrections and some serious go-fast stuff.

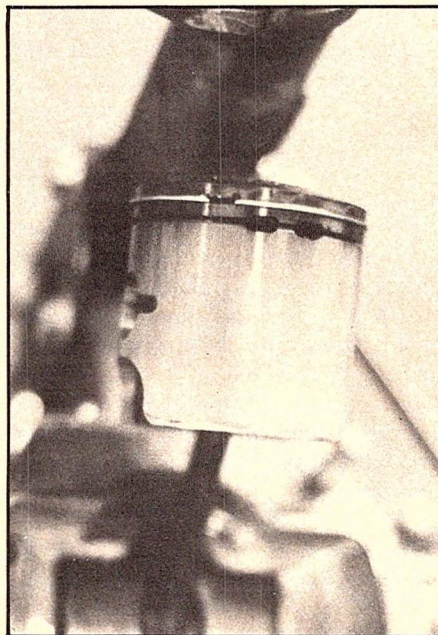
Then came some hot laps on our

stocker. Our test session was cut slightly short that day after roughly three hours of actual riding time when most of the modified left footpeg on the D G bike disappeared from beneath Gunnar's foot.

On to the dyno!

As this is a direct comparison, we naturally brought along our trusty stocker, which we have had for several months now and which has been through many desert and motocross events along with plenty of regular test sessions. As you can see on the chart, it's obvious that the 1.1 hp increase has been achieved by raising the entire powerband up 1500 rpm on the scale; hence maximum hp is now reached at 11,500 vs 10,000 on the stocker. This moved-up rpm range showed its punch during our numerous drag races on the next riding day.

The sun was shinin' and our hearts were a-thumpin'. Our ankle-biters await!



Two holes are added to the rear of the piston to line up with the third transfers which were lowered several millimeters, giving added scavenging from the bottom end.

Out on the track, the first thing you'll notice is that the D G racer is purely an rpm machine. It loves and needs to scream way up at 11,000 in order to get you around the track. Definitely a tool for hot experts only. The powerband is very narrow and if you should let it drop off for an instant, you're going to have to go down two gears. Shall we say, less forgiving. One difficult track where there are many holes, rocks, ruts and tight switchbacks, as opposed to a freeway, or in long races, this bike would be much harder and more tiring to ride than the stocker, because you'll have to try to keep the revs up and the throttle pegged all the time. It would be very difficult for anyone but a very good rider to race this bike competitively.

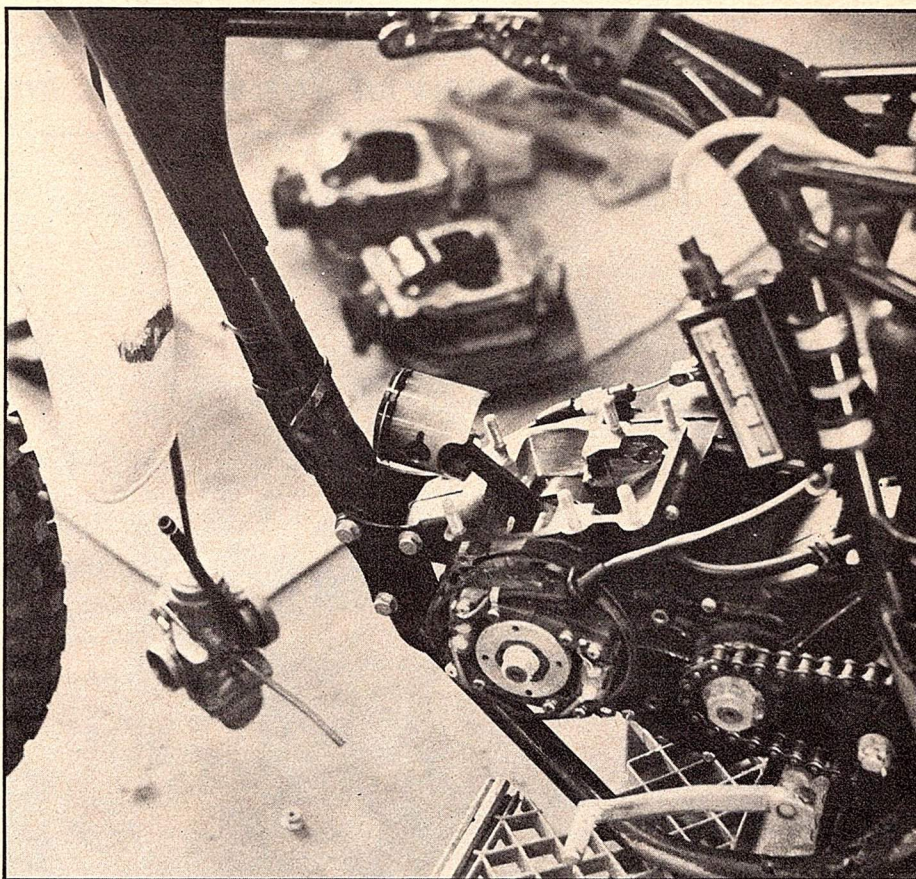
The front end was very harsh, as the dampening was way off with 30-weight in the tubes. After many hours of testing with the larger RM forks we have found that five to eight-weight works very well.

We couldn't detect a noticeable difference in the performance of the Kayaba/stamped steel rear end as opposed to the Gas Girling aluminum configuration during our two test sessions, which covered several hours on the same tracks. We did notice that the D G's chain managed to derail itself once out in the sandwash. Overall, we felt that the chassis mods presented no obvious advantages over the stock arrangement for the tracks we used.

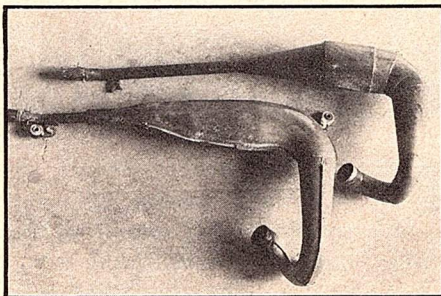
Drag racing showed us that the D G racer could beat the stocker, usually by a bike length or sometimes two, with a 130-pound rider on the racer and a 180-pound pro on the stocker. Probably mostly due to rider reflexes, there wasn't as much difference as you would expect when our riders switched bikes.

At the end of the day we headed back to the shop to clean, weigh and measure. There we made note of the measurements mentioned earlier and discovered that with the heavier forks and spokes and possibly lighter swingarm, the D G had gained only 1.1 kilos, weighing in at 86.3 kilos (190 pounds) compared to 85.2 kilos (188 pounds) for the stocker, with oil but no petrol.

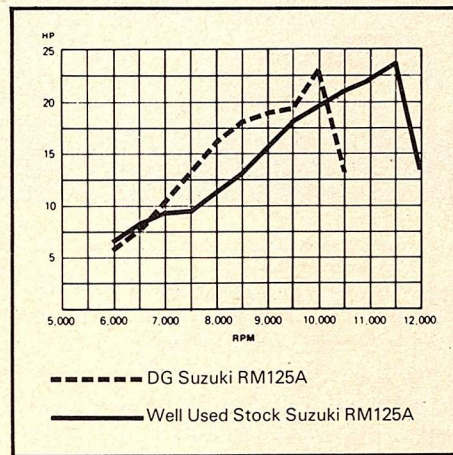
What we're looking at in the motor department is \$49.95 for the head, \$39.95 for the Mikuni, \$54.95 for the Moto-Tek, \$74.95 for the up-pipe, \$95 for the porting and \$1.60



It's weigh, measure and comparison time at the great yellow, dark and dingy, official DB workshop facility.



D G pipe has much shorter rear cone and a stinger nearly twice the length of the stocker.



for the fiber reed. That's a bit more than \$315 for the trick" engine.

Chassis changes on their racer would run you around \$225 without the shocks and forks. Broken down, it's \$125 for the aluminum swingarm, \$21.95 for the chain tensioner, \$19.95 for the heavy-duty spoke kit, \$24.95 for the seat kit and \$32.95 for the front rim.

In addition, D G has available other components which were not used on their racer, such as a Phase 2 filter, an aluminum swingarm for the stock shocks, a 520 chain kit and trickiest" of all, the Shinobi Water Cooled Head.

You must realize that this is one of their shop racers, and a considerable amount of fiddling has gone into the engine to get it spot-on. Over-the-counter components may or may not be as perfectly matched as these.

This bike is strictly for the expert racer with reflexes quick enough to take advantage of the higher 1500R's by shifting it right on the money every time. It is highly unlikely that a novice would be able to race it competitively, or even like to ride it, because of its power characteristics. There are many things to consider when deciding whether or not the cash you lay out will provide a worthwhile investment!

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DB 1/7

*More suspension,
wider power,
more handles*

HUSQVARNA CR250 MIKKOLA REPLICA

by the Staff of DIRT BIKE



Have you ever wondered if owning a championship-style GP motocross machine would enable you to become the rider you've always wanted to be? Certainly, spending a considerable amount of time on such a bike couldn't hurt your riding ability. Even if, perhaps, you are one of those few individuals who just can't seem to get along with a particular brand's basic frame geometry or handling characteristics no matter how hard you try or how much time you put in.

Today, there are about three brands of production motocrossers

which you can buy that are either the same or very similar to the machines that their respective factories are campaigning in World GP competition.

One of these manufacturers is Husqvarna, creator of the object of this test. Partly due to the fact that our editor had worked as a research and development engineer at Husky during the past several years, we were able to procure a pre-production prototype of their new quarter-liter MXers. These bikes are the same in virtually every measurement and detail to the bike Heikki Mikkola

DIRT BIKE



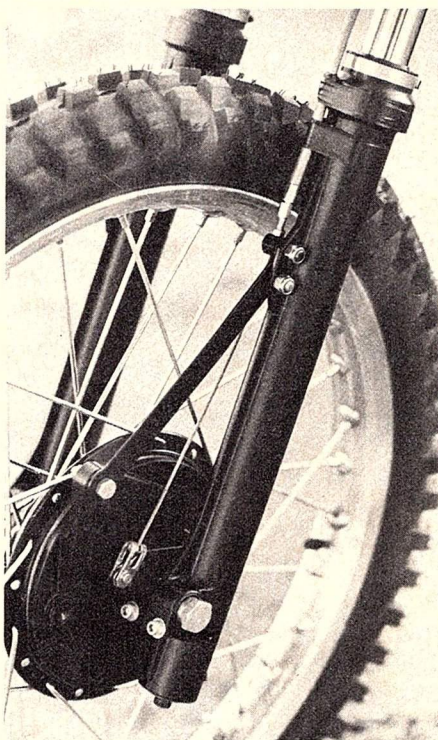
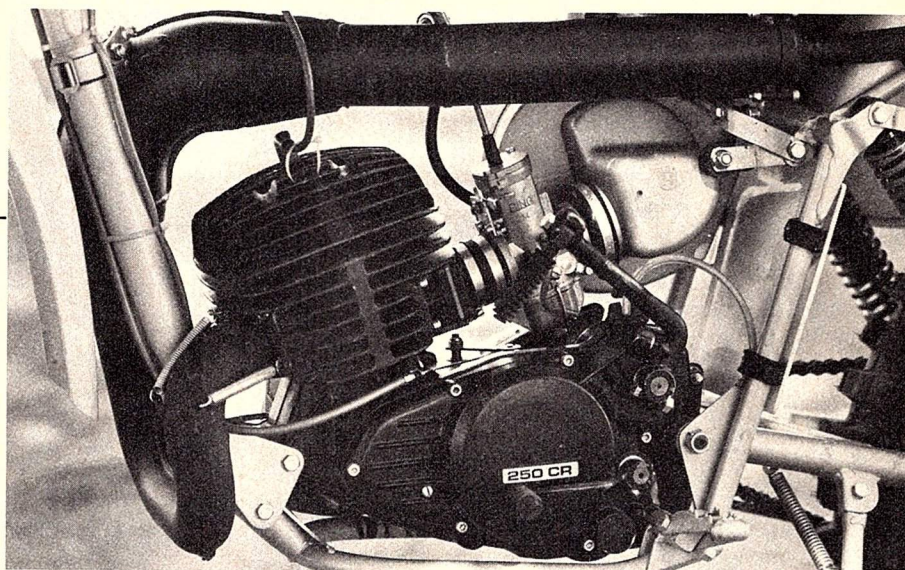
New up-pipe tucks in better than any we've seen and is very quiet. Model 54 36mm Bing has choke within. New sidestand is a great improvement over last year's. Finally, you get genuine toothed footpegs. Kickstarter is also newly designed, but still barely adequate.

rode to his first 250 World Championship this past season, after winning the 500 Championship on basically the same bike two seasons before that. When we say the same in virtually every measurement and detail, we mean that we're talking about the identical bike, except for the periodic experiments using different shocks, grips, springs, tires, porting and pipes that go on continually. Also, Heikki's bike doesn't have a sidestand.

The '77 CR250 is the first of a new breed of longer travel suspended bikes sporting 240mm (nearly 9.5 inches) up front and 254mm of travel in the rear.

The forks are the same fine units found on Mikkola's and Howerton's factory racers except that the crowns are aluminum forgings rather than being milled out of solid stock. Aside from that, the forks are identical to what the big boys are running. Atop dual oil seals on either leg is a trick little plastic scraper designed to prevent mud and dirt from ever getting close to the seals. The new crowns feature rubber mounts for the offset aluminum bar clamps, to help reduce rider fatigue. Changing fork oil and springs can be easily done without removing or loosening the bars. Two springs of different weights are used in each leg. The lighter top springs will be available from your dealer in different weights so that the front end can be tuned to individual rider preferences. Oil capacity is 240cc.

Third-generation, long-travel gas Grlings are used out back, the Grlings also use the two-spring, dual-rate configuration. Shock travel is 154mm and actual axle travel is 254mm. The swingarm pivot point has been moved forward 10mm and dropped 5mm. There is now only 90mm between swingarm pivot and countershaft centerlines. Better for sure. Additional swinging rear fork changes include moving the shock mounts 35mm (or 15mm, depending upon whether you want our measurement or Husky's) further up the arm and adding 10mm to its overall length in order to make up



Husky's 240mm travel leading axle forks rate with the best. Front brake now uses the same backing plate as the rear. Torque stay tweaks the backing plate slightly out of alignment, but doesn't affect performance. Actuating arm is now longer to give you better mechanical advantage and therefore a more powerful brake. It would be nice to see a suitable clamp to replace all of the tape necessary to hold the brake cable in place. Green label Akronts and stainless spokes held up fine.

for the change in the pivot point location while retaining the same wheelbase.

Both wheels consist of the new "green label" shoulderless Akronts laced to 160mm conical drums with stainless spokes. The front binder now utilizes the same backing plate as the rear, which is still a fully

floating setup for a little smoother braking. Trelleborgs come stock, but ours came with a Metzeler on the back. We were told that it was the last one in Southern California, since Honda had just bought up 50.

The powerplant is basically the same magnesium-cased, reeded, 246cc six-speed, close ratio unit as last year's, but with a little different porting. For instance, the transfers have been radically reangled from 35 to 15 degrees, and the entire porting layout has been lowered a few millimeters.

A newly designed, round side-cover now encases the small-flywheel motoplat ignition, which should now be less susceptible to rock rash.

Hanging out behind the standard Husqvarna six-petal reed is a 36mm Model 54 Bing with a choke. The air box it breathes through has redesigned, with riveted-on rubber flaps in addition to a new aluminum flap up top to help prevent mud from reaching the Twin-Air filter. Plastic is substituted for aluminum on the outer cover.

Out the other end is the second most obvious change besides the new suspension, a double-cross-over, through-the-frame up-pipe. It tucks in better than any production up-pipe we've seen. A major improvement over their last attempt as far as rider comfort is concerned. On top of that, it's also the most quiet MXer we've tested. No hurrahs yet.

The bar peg seat relationship is excellent. The bar design, the plushly-padded, extra-long seat, the narrow tank and the out-of-the-way pipe combine to make the Husky one

of the most comfortable motorcycles available. Huskys tend to favor, and will be much more comfortable for, riders approaching six feet in height and over, especially now, with the longer travel suspension.

Between your legs there sits a very artfully designed piece of modern sculpture formed of Swedish aluminum, welded by a perfectionist, which serves as a fuel container.

In addition to moving the swing-arm pivot point, further frame modifications include moving the steering head forward and changing the head angle from 30½ degrees to 29. All tubing in both frame and swingarm is, of course, chrome moly.



Shock dampening on both compression and rebound was a bit too stiff on our pre-production unit. We were told that this will be corrected before production begins in January. Clearly visible side number plates are a rarity these days. Fenders are wide and long to keep glop out of your eyes and off of your bod.

The pretty, white fenders appear to be virtually indestructible. Below the rear fender is a splash shield made of the same tough plastic, that keeps mud and dirt off the engine where the fender ends near the top shock mounts.

OUT PLAYING WORLD CHAMPION

Standing on the left side of the Husky, gas on, you push the tickler down till pre-mix wets the cases

from the overflow tube. Flip out the kickstarter pedal, push the choke lever down, put your right boot on it, wind it up, back, and down to the starting position, give the throttle a little twist and let her rip. Our test unit nearly always fired on the first or second kick. Let her idle for a few seconds on the choke, then flip it off. Swing a leg over. Ah, feels good. RAP RAP RAAAP. Clutch action is light. Shift throw is neither too long nor too short but, because the clutch disengages so well, there's no "clunk" so you're not sure if she's in gear till you ease out the clutch. You're off.

Snick through the remaining five gears to get up a full head of steam

and point her toward a turn, any ol' turn, flat, bermed or otherwise. Husky's we've tested in the past had a minor case of the "slows" in the shifting department. This problem seems to have been overcome, as this unit shifts perfectly. Now click it back into fifth, roll on the throttle and throw her sideways. No, keep those feet planted firmly on the pegs. That's it. You may have to remind yourself that you are, indeed, riding a Husqvarna. Somewhere in amongst those little changes here and there they've improved the Husky's sliding ability tremendously. On the tracks we rode for this test, the Metzeler out back helped for sure, but there's more to it than just rubber. Once you get her into a

slide, you have the confidence to leave her there, because the steering is much more responsive.

Pick another turn. One with a tight, decreasing radius and that's bermless. Bring the CR in hard, get on the binders, down a gear, roll on the throttle and steer her around. Yup, this bike not only slides better, but it turns better too. Except for an occasional loss of traction in slick spots due mostly to the front rubber compound, this honey will hang in most anywhere, and allow you a choice of lines unless you are totally committed.

Head out to the sandwash, get her up into sixth and make some runs through the deepest whoops you can find. The Husky tracks straight and true, as you would expect from a machine that's won more off-road races than you can remember.

It was out in the whoops where we discovered that the shocks on our prototype were not as perfectly matched to the machine as most of the other components. The rear end had a nasty tendency to kick up, occasionally putting you in a compromising position, especially while in sixth. Both compression and rebound dampening were too stiff. This condition would partially correct itself when the shocks got good and hot and faded a bit. We were assured that this overdampened situation would be corrected before actual production begins. With this change, rear suspension performance will be equal to the best we've tested.

Fork action was a bit harsh to begin with, as the bike was delivered with 30-weight in the tubes. A switch to 20-weight during rather warm riding weather was just right for our testers. Fifteen-weight might be better for lighter riders or cooler weather. These forks are equal to the best production forks available. In fact, they are good enough for Heikki and Kent.

The brakes work as well as you would expect from a machine of this caliber. They were smooth, progressive and strong at either end.

Once you get to know this baby you'll discover that you can do some pretty fancy tricks with it. It still works just fine in the berms, but now you can set up for them early and do neat two-wheel drifts for a meter or so while you're rolling on the power. Very nice.

Oh yes, the power. Although the

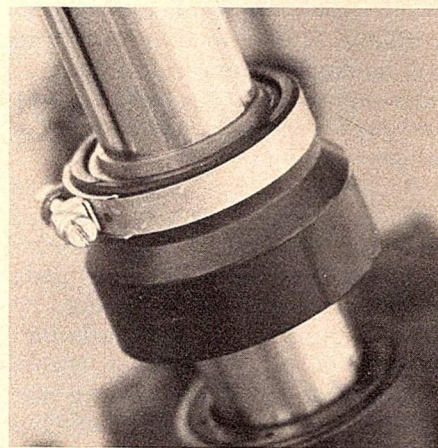
peak output is less than the other '77s we've tested, the spread is wider, smoother and more predictable, without a hint of peakiness. This type of power can be beneficial in a great number of situations, especially on tight and twisty, slick or hilly courses. But, the lack of horsepower on top will hurt you in fast sections or on long starting straights. When we informed Husqvarna of our findings in the horsepower department, they got very busy on Telex machines and telephones to Sweden. The word we got was that our pre-production unit was not representative of what the '77s were going to be like. Deadline time prevented any extensive fiddling to

NUTS, BOLTS, FITTINGS AND SUCH

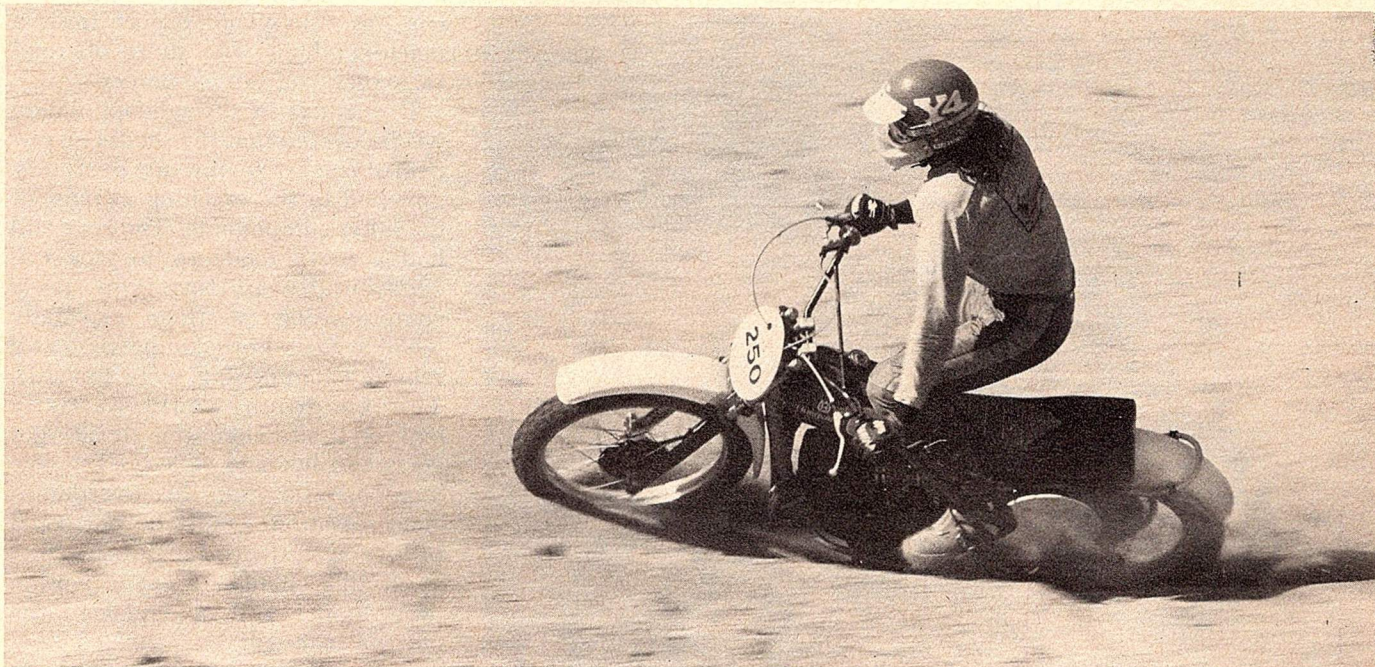
Magura power levers and throttle are clamped onto the black-anodized chrome moly bars. Grips are very similar to one of the most popular designs today, but a bit harder, so they take a while to get used to. Surely lever covers come with the bike, but there were none on our advanced copy.

The production bikes will have dual rubber rollers, like the ones used on the chain guide, up behind the front number plate where it bolts to the top crown, to guide the front brake cable.

Oil started oozing out around the fork seals after the first hour or so of



Nifty green plastic scrapers whisk away accumulated dirt before it gets to the seals. Our seals leaked after a short time, though probably not due to dirt.



All but the final few millimeters of suspension travel, front and rear, are used in this deep sand turn.

find out why our bike was not up to par with the rest of the batch. Something was not right somewhere, but we were assured that whatever it was, it would not appear on any of the production bikes. Husky's own dyno runs did not correspond with ours at all, and, like we said . . . we wish there had been more time available for a fact-finding teardown.

Something to seriously consider when shopping for a new bike is the Husqvarna 60-day unconditional warranty. Certainly within 60 days you will be able to put in enough riding so that any deficiency will be easily discovered and corrected free of charge by your dealer. All it will cost you is getting it there.

riding. Maybe someday . . .

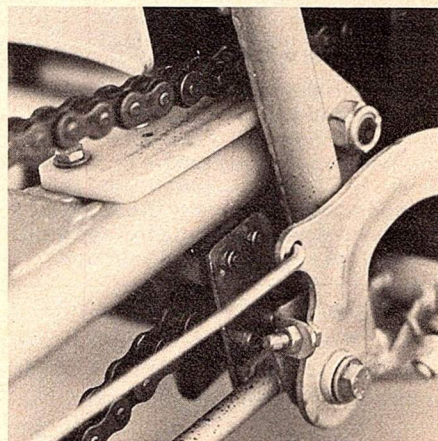
Footpegs are finally genuine, healthy, toothed devils as were found on our 125 test unit. It's about time.

The exit side of the expansion chamber ends just in front of the forwardmost number plate bracket and stains everything behind it.

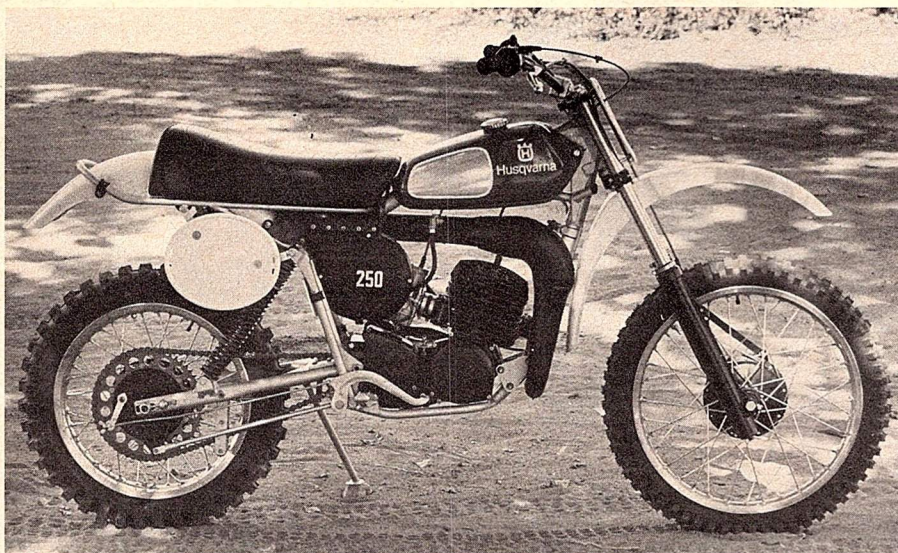
If the CR doesn't start within the first few kicks, you'll swear that the kickstarter is disgustingly unpleasant. It's truly a joke. Maybe someday . . .

There's a nifty plastic rubbing pad bolted to the top of the swingarm to protect it from the sawing action of the chain. It seems to be made of the right stuff, as its surface has barely been dented after many hours of testing.

Beneath the swingarm, behind the brake pedal, is a slick little



Plastic swingarm/chain protector is held securely in place with two bolts and showed surprisingly little wear after many hours of testing. Underneath is the all-new dual-blocked chain guide/slack taker-upper. Its rubbing blocks have the same fine wear qualities. A spare pair will be included in the tool kit.



The long, comfortable seat gives you lots of room to slide around for precision weight positioning. Air box cover is now plastic and features additional rubber and aluminum shrouding to help keep mud out.



While maintaining the same wheelbase, the steering head is pushed forward and reangled from 30½ degrees to 29. The beautiful new swept-back bar clamps compensate for the head angle change, leaving the bars in the same relative position as last year's, and are rubber-mounted to help reduce rider fatigue.

slacktakerupper (that must be Swedish) that's bolted to the frame to take up chain slop as the shocks extend and compress to either side of the swingarm's centerline. An extra pair of these plastic rubbing blocks will be included in the tool kit, but won't be needed for quite a while if they're made of the same type of plastic that ours were. Good stuff.

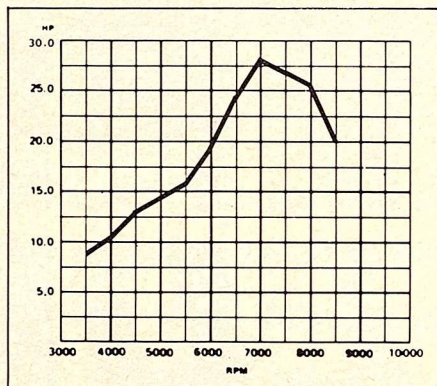
The entire bike glistens with finely cast cases, precision-machined bits, aircraft-type bolts and lock-nuts, fine welding, pretty paint and a lot of pride. A very fine piece of racing hardware.

IN CLOSING

If it were not for the slight rear end deficiency and its comparative lack of peak horsepower that's needed to win starts, the CR would be practically equal to the best 250 we've tested. However, it is safe to assume that these two foibles, one minor, the other not so minor, will be ironed out by the time they start rolling off the assembly line.

In this era of "best yet" motocrossers, we find ourselves with one of the best 250s. One of the best two, to be exact. All of the components like each other, so the bike works very well as a total package. This bike is a lot closer to the factory racers than many of you choose to believe. All the basics are there and working well.

You have to think to ride a Husky, and it will make a better rider of you for the effort. It's more forgiving than any of its predecessors, but you're going to have to concentrate on the business at hand. After all, you're not out there to daydream about your woofie standing at turn two. You're out there to win. The Husky's got what it takes. The rest is up to you.



HUSKY CR250

Price (approx. retail, West Coast): \$1695

Engine Two-stroke single, reed valve

Displacement 246cc

Bore & Stroke 69.5mm x 64.5mm

Compression Ratio 12.3:1

Carburetion 36mm Bing 54

Standard Jetting:

Pilot #55, slide #210, needle jet 3.16, needle position 3, main jet 195

Horsepower 27.7 at 7000

Clutch Six-disc, light alloy

Primary Drive 2.42:1

Transmission Ratios:

1) 2.06:1

2) 1.56:1

3) 1.24:1

4) 1.04:1

5) 0.88:1

6) 0.78:1

Final Drive:

12-tooth countershaft

53-tooth rear sprocket

Air Filtration Twin-Air foam

Electrics Motoplat CDI, pointless

Starting Non-primary kick

Lubrication Pre-mix, 25:1

Recommended Fuel Premium

Recommended Oil:

Castrol R, Shell Super M, Pennzoil ZT

Fuel Tank Capacity:

7.8 liters (2.1 gallons)

Frame . . . Single downtube, chrome moly

Suspension:

Front: Husqvarna leading axle forks with 245mm (9.65 inches)

Rear: Gas Girlings offering 254mm (10.0 inches)

Wheels & Spokes:

Front: Akront "green label" rim,

4mm stainless spokes

Rear: Akront "green label" rim,

4mm stainless spokes

Tires:

Front: 3.00x21 Trelleborg

Rear: 4.50 x 18 Trelleborg

Dimensions:

Wheelbase:

143.5cm + 3.2cm (56.5 inches)

Swingarm length:

49.6cm + 3.2cm (19.5 inches)

Ground clearance . . 31.0cm (12.2 inches)

Bars, height 118.0cm (46.5 inches)

width 86.3cm (34.0 inches)

Pegs, height 36.8cm (14.5 inches)

width 46.0cm (18.2 inches)

Seat Height 90.5cm (35.7 inches)

Fork angle 29 degrees

Weight:

99.7 kg (220 pounds) without petrol;

45.1% on front, 54.9% on rear

Brakes:

Front: 160mm, cable-operated, conical drum

Rear: 160mm, rod-operated, full floating, conical drum

Instruments None

Lights None

Silencer Yes, quiet too

Spark Arrestor None

Warranty . . . 60-day Husqvarna Warranty

Parts Prices:

Piston . . \$39.56 with ring, pin and clips

Rings \$5.28

Clutch cable \$4.80

Brake pedal \$8.76

Shift lever \$8.95



SPEEDWAY

DIRT BIKE



Bast is fast enough

He came. He sidewaysed. He conquered. Mike Bast. They moved the show out of the Coliseum, but the Orange County Fairgrounds in Costa Mesa was fine enough for Bast to win his second consecutive national title. And the fourth in the last six years for the 23-year-old.

Bast, who swept five straight heats last year, was almost 86'd in the first heat. A bump from Alan Christian sent him wide and into the fence. He kept it on two wheels, got back in the race and moved from last to second by the checkered. His loss of a "perfect" evening right off set up

"Wild" Bill Cody (left) and "Crazy" Alan Christian finished eighth and tenth respectively in season scoring. Cody has been racing since the revival in '68, has his own Racing Products company. Christian returned to Southern California in '76 after five years of racing in Northern California.

some dramatic racing later on.

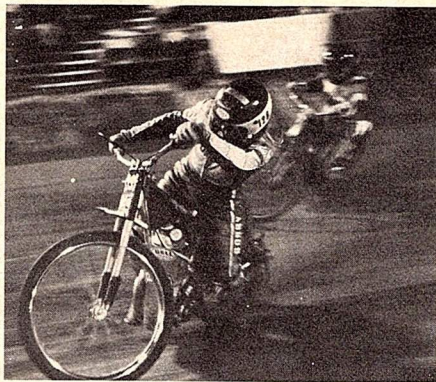
Bast won his next three heats. Lightning Larry Shaw, riding a Neil Street four-valve converted Jawa for the first time in competition, won his

first three heats, wire to wire with room to spare. In his fourth heat (against Bast) he finished third. Shaw waltzed to another wire to wire win in his final heat to conclude his evening with 13 points.

Bast and his teammate, Bruce Penhall, also aboard one of the Street conversions, went head to head in their final heat. Bast had 11 points, Penhall 10. The teen needed a win to tie Shaw for first overall, the defending champ had to win to win. If Penhall edged him the three faced a three-man ride-off to decide the championship. Penhall grabbed

by Len Weed
Photos by Pat Brady

NATIONAL



Bobby Schwartz was seventh in scoring for the year. His official Larry Huffman racing nickname is the Boogaloo Kid.



Sonny Nutter (right) is the "old man" of the circuit at age 31. His many fans are still waiting for that centerfold in *Playgirl* Magazine. Scott Sivadge is making the move on him.

For 1976 Speedway Racing Association sanctioned racing was switched from an open everybody-rides-five-nights-a-week format to team racing, which has been popular overseas for years. This setup gave the riders one home and one away event per week. For the racers it meant less riding for about the same money. At least until the rainouts started piling up in August. (Yes, rain in L.A.) Thirty percent of the gate, with a minimum guarantee, was pooled from all five tracks and then distributed by calculating the average value per point. Some of the top riders probably would have done better racing five nights a week, but their pay per meet, racing twice a week, was higher.

The league racing gave the fans a home team to cheer for, but did deprive them of seeing all the stars on a given night. Most of the riders seemed to really like the switch to team racing. They didn't have to face an all-star field every time to the line and most seemed to get caught up in the team aspects, which saw some of the better riders coaching the less experienced riders on their team.

According to Harry Oxley, co-promoter of the National with Jack Milne, attendance for the '76 season was ahead of 1975 until the weather hit.

Team racing has four scratch starters, two from each team. Each racer starts four of the first 12 heats, facing each rival team rider once. The top two scorers for each team meet in a final 13th main heat. Then the riders change out of team leathers into their personal skins for handicap racing, every man for himself. While the open

racing pays purses, no points are earned.

Bast led all scorers by a wide margin with a 13.56 average — 15 points is perfect. Bast's average figures out to alternating firsts and seconds with no DNFs. Nineteen-year-old Bruce Penhall came on strong under Bast's schooling to take second in the scoring with an 11.79 average. Oddly, the top twosome's team, the Los Angeles Sprockets, finished in second place, one match behind the Bakersfield Bandits, who had the next three top scorers. The Sprockets conceivably had a chance to win the league championship since Bakersfield competed in two less matches, but the rain cancellations were not made up at season's end. Plans for a three match Championship playoff between the top two teams were also scratched.

What about 1977? More league racing. It is possible the season will be split in two, with first half league racing and second half open racing, finishing up with a three match team championship series.

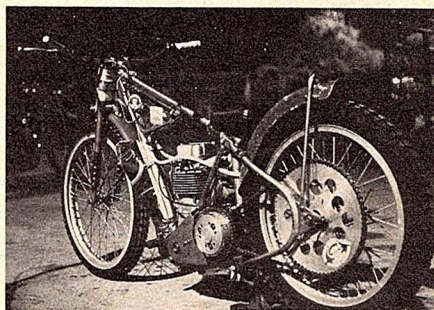
NATIONAL SPEEDWAY LEAGUE 1976 FINAL STANDINGS

	Wins	Losses	%	Matches Behind
Bakersfield Bandits	26	11	.702	
Los Angeles Sprockets	26	13	.667	1
Ventura Sharks	18	20	.473	8 1/2
San Bernardino Sizzlers	13	24	.351	13
Orange County Eagles	10	25	.285	15

TOP SCORERS	Matches	Pts.	Ave.
1. Mike Bast, L.A.	39	529	13.56
2. Bruce Penhall, L.A.	39	460	11.79
3. Dubb Ferrell, Bak.	37	417	11.27
4. Jeff Sexton, Bak.	37	365	9.86
5. Steve Nutter, Bak.	36	344	9.55
6. Jim Fishback, S.B.	31	294	9.48
7. Bobby Schwartz, Ven.	38	353	9.28
8. Bill Cody, O.C.	35	322	9.20
9. Rick Woods, O.C.	29	261	9.00
10. Alan Christian, O.C.	35	305	8.71
11. Mark Cherry, S.B.	35	304	8.68
12. Larry Shaw, S.B.	27	232	8.59
13. Sonny Nutter, Ven.	37	285	7.70
14. Gene Woods, L.A.	39	285	7.30
15. Randy Marsh, Ven.	37	268	7.24
16. Scott Sivadge, Ven.	36	253	7.02
17. Dan Becker, Ven.	28	194	6.92
18. Dean Forman, S.B.	37	250	6.75
19. Ron Preston, S.B.	26	175	6.73
20. Dave Sims, Ven.	33	222	6.72

the lead, but when he went wide Bast and Rick Woods (National winner in '70 and '72) moved up to run abreast. Then Penhall took a wide line for the lead, only to lose it to Bast who resorted to a wide line for his pass. After some more furious racing Bast took the lead for keeps, with Penhall keeping the pressure on. The champ almost lost a finger when Penhall's front tire ground into his hand while the bike was cranked over in a corner. But he kept the finger and the title.

Qualification of the '16 finalists was changed a bit for '76. The top ten riders in season points were given a bye to the one-night winner-take-all championship event sponsored by Datsun. Although riders across the nation were invited to participate in the five-round qualifying series for the remaining six spots, all finalists were from Southern California.

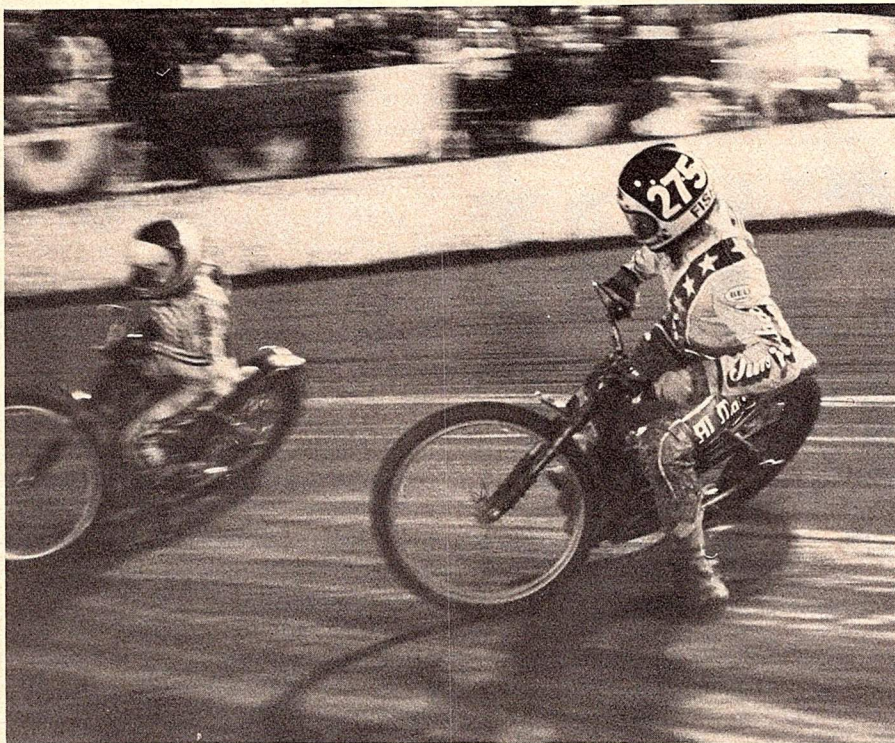


Bast's winning Weslake. It was the only one in the national, is imported by Circle Industries.

Missing from the field was Bast's older brother, Steve, a national winner in 1969 and 1974. He retired during the year because of a heart condition.

Twenty scratch (no handicap) four-lap, four-rider heats decided the championship. Each finalist rode five heats, racing each of the 15 other entries once. The scoring was three points for a win, two points for second, one point for third. Bast had a perfect 15 in '75 and Rick Woods turned the trick in 1970 and 1972.

The favorite machine is still the two-valve 500cc Jawa four-stroke single. Nitro was banned for '76, the bikes ran on alcohol. Bast won on the four-valve Weslake manufactured in England. Several other riders made the switch to four valves with conversion kits for the Jawas.

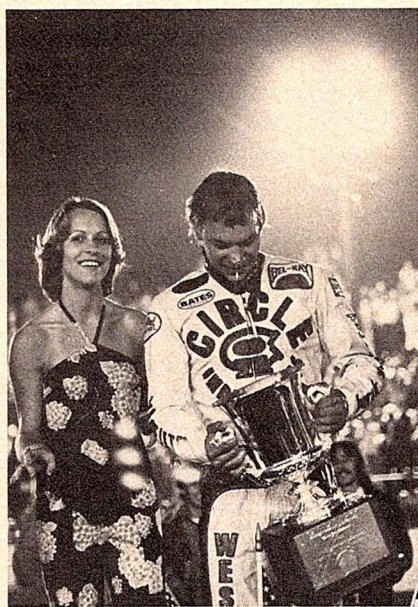


Jim "The Animal" Fishback is a former number one in the desert. He is still remembered for his flying auger into the seats at the Coliseum in '75. He broke three of them; all they did was bend his little finger.

Summing up. The Night the World Went Sideways, Part Eight. Another slam bam for some 9000 spectators, complete with a title showdown heat between the top two season scorers. Full lock and smokin' is awwright!

RESULTS

	Finishes	Pts.
1. Mike Bast	(2-1-1-1-1)	14
2. Larry Shaw	(1-1-1-3-1)	13
3. Bruce Penhall	(3-1-1-1-2)	12
4. Alan Christian	(1-2-3-1-3)	10
4. Bobby Schwartz	(2-3-2-2-1)	10
6. Jeff Sexton	(2-4-2-1-1)	9
7. Dubb Ferrell	(1-2-4-4-1)	8
7. Steve Nutter	(3-3-3-1-2)	8
7. Rick Woods	(3-1-2-2-4)	8
10. Jim Fishback	(3-2-2-4-3)	6
10. Scott Sivadge	(2-4-2-3-3)	6
12. Bill Cody	(2-3-3-4-4)	4
12. Ron Preston	(4-4-3-3-2)	4
14. Mark Cherry	(4-3-4-2-4)	3
14. Sonny Nutter	(4-2-4-3-4)	3
16. Randy Marsh	(4-4-4-4-2)	2



RAPPING WITH THE CHAMP

Team racing: I really liked it. It meant that you didn't have to race your brains out every heat, five nights a week. Instead we could put on more of a show. I think the team concept helped some of the riders come along faster because the team captains took an interest in helping them improve. I made more money per night of racing this year, but my biggest two-week check this year was less than some of my good weeks last year.

Future doings: We need more tracks. We should keep the team racing, but have some open meets too. This would let us make some

more money and give the second division riders more rides. The team racing this year did open it up for some of the better second division riders.

Qualifying: I know invitations went out to riders across the country for the qualifiers, but traveling out here for five events isn't cheap. I'd like to see more riders across the nation given a chance. Let them find out if they really are competitive with us out here. Maybe they could go with 12 riders from here and pick two from Northern California and one each from the eastern and central states. It would be a start toward having a real national.

One-night nationals: That's the way they do it in Europe, but I think that the season's performance counts for more. Maybe I'm prejudiced because I've won the season scoring championship for the last six years, but season scoring seems to be a better measure. One bad heat and you're out of it with the current system. Look at the world final this year. The champions in '74 and '75 didn't even qualify. But that world championship match over there draws 100,000. What promoter is going to give that up?

Team selection: I'd like to see some kind of draft similar to that used by other sports. We didn't have any say on our team assign-

ments: they sent us a letter telling us who we were riding for. And then they went and switched Steve off our team. That's why he decided to take the doctor's advice and retire for a year. Maybe we could have a draft of the up-and-coming second division riders each year, last place team selecting first.

Preparing for one big night: It's a win, win, or win type thing in my mind. Second doesn't mean anything. I go into a shell about a week before the national. I tear down the bike and go over every part. I don't change the motor, just freshen it up with rings and a valve job. And I secure the tires so they can't come off even if I get a flat. I work on my own bike and I know it pretty well. I practice starts because it's so important. I think riding my trials bike regularly really helps my throttle control, particularly when the track is slick and you have to feel for control rather than just turn it on.

Four-valve bikes: The Weslake I ride is a beautiful bike. Jim Oakes at Circle Industries sold every one he imported this year. Four valves seems to be the way to go. Bruce Penhall on my team has two of the Neil Street four-valve OHC conversions for the Jawa; they should be available next year. And Bill Cody has a Weslake conversion kit, head and barrel, that fits over the Jawa lower end.

No one story will ever do any Six Day Trial justice. The I.S.D.T. begins months before we ever notice it and carries through until after we've forgotten it. No other single motorcycle event can approach it for time, effort, money and devotion. Every rider's story is a long one, comprising the lives of dozens of people for the better part of a year.

I.S.D.T. riders don't do what they do for the money or the glory, and they seldom receive much of either. There's only one way and one reason for riding 1,200 miles in six days: love. Every person who rides or aspires to the Six Day Trials loves to ride their motorcycle. The I.S.D.T. offers the ultimate challenge to that love: Can you do it? Can you keep it together? Can you like it? No one comes out of the I.S.D.T. bored.

Sacrifice? Part and parcel of the experience. Imagine Jim Hollander on Day Four. Flat broke and no way to get money. What would you do? Jim slipped some travelers checks in his leathers and stopped at the bank on the way to the first check. Left his Rokon idling outside. In endurance trials you must always maintain your cool.

Reports have run around about the easy course laid out for the 51st I.S.D.T. Don't let them fool you. Easy becomes a relative term, far beyond all the understanding most of us can muster. The 51st I.S.D.T. just went further in the direction Six Day Trials have been bound for years: speed. No, I.S.D.T. is not a six-day trail ride. It's a six-day trail ride with a race at the end of each day. Imagine the entire Czech trophy team changing both tires before every special test while someone is counting the milliseconds. One of the more successful Czech Trophy Team members was Jiri Stodulka — some of you may remember his name from results lists in International Motocross.

Which is maybe some sort of explanation of what happened to the U.S.A. in Austria, besides the obvious fact that we weren't fast enough. Trophy Team winners are full time pros and their trail abilities are inconsequential. They are there to go fast in special tests. Should they be a little hard on the bike, arrangements are easily made. Overall winner Alessandro Gritti was there because he was fast and his Italian support team made sure that *both* of his bikes operated

THE 51st ISDT

Six Instant Replays

by the staff of Dirt Bike and Tom Cullen

Photos by David and Margery Maltais and
Jeannie Flippin

flawlessly throughout the trial.

No, it's not the machines. Any Six Day rider with a support team worth its mettle can make any halfway tolerable motorcycle do the job. It's both the support and the teamwork. Fast riders on fast bikes with high quality cheating win the I.S.D.T. Unless, of course, we're speaking of the Czechs, who are so good they don't have to cheat. But, never doubt that they can do a superb job of it if called upon.

So Kevin Levoie came to a



Alessandro Gritti of Italy was the No. 1 rider for the 1976 Six Days.

grinding halt on day three with motor maladies. Kevin, KTM, Penton and the Trophy Team were honest and the Trophy Team took a swan dive. Be sure that Gritti would never have succumbed to similar problems.

With Kevin aside and the Team amassing an extra 15,000 points a day, individual performances became the important aspect. Our disparate and sometimes inexperienced Trophy Teamers made a mockery of the prophesiers of doom. Jim Hollander pushed his independent Rokon through with the tenacity he has by now become famous for. Everyone pitched in to help Jim and Gary Edmonds get through the logistical nightmare of Six Days, both on Gold.

Bill Uhl and his non-Trophy Team Hercules-mates took on the I.S.D.T. smoothly and uneventfully. Bill earned a Gold for the Trophy Team on a 250 and added his score to the Hercules Manufacturers Team with Drew Smith and Mike Rosso, both on 175s.

Lars Larsson logged his fourth I.S.D.T. Gold Medal for the Trophy Team, finishing with one eye on the clock to squeak into Carat-dom.

Mike Hannon completed his first ever I.S.D.T. on Gold and mumbled about not being fast enough. He's the first one to ever claim that, but he promises revenge in years to come. The performance of Mike's Bultaco and those of his manufacturer Team-mates, Ben Bower and Charles Bethards, caused much eating of crow. Ben earned his second Gold Medal since taking up motorcycling in 1971 and the unflappable, ever-smiling Charlie got his first Gold Medal at the age of 54.

Gary Younkins rounded out the Trophy Team Gold gathering squad with his second fine Six Day performance. Gary and Kevin Levoie both show tremendous potential, with their already proven speed and a rare amount of cool for their age.

The United States Silver Vase team this year was likely the finest we have ever fielded. Composed of Six Day veterans Dane Leimbach, Carl Cranke, and Jack and Tom Penton, the four-man squad represented the peak of American ET

Opposite. Carl Cranke gets down during the acceleration test.

DIRT BIKE





Malcolm Smith, day four.



Dick Burleson scored top American. Here he motivates during day four.

potential. All of our Vase-ers finished on Gold, and none experienced any serious trailside problems. Yet, after Day One, they sat in a respectable but not overwhelming fourth place, behind the amazing Czechs, the West Germans, and the Italians. These positions remained unchanged through the event. Fourth, of course, especially when it means being in the company of the three aforementioned teams, is a wonderful accomplishment. With the right sort of qualification

DIRT BIKE



system and backing (see sidebar in this article), these riders have the ability to take the top.

The motocross special test on the final day was especially frustrating for Tom and Jack Penton. Starting problems dropped them from their standing as first and second Americans, respectively. Dick Burleson, consistent and unflappable as ever, ended up with the well-deserved top American slot.

The remainder of the American riders on the various club and

manufacturers' teams did well, as evidenced by the total take of twenty-nine Gold Medals out of a total of thirty-four American entries. Kevin Levoie, as stated before, suffered one of the five DNFs. David Hulse was forced to retire after being involved in an accident in which he hit a 70-year-old woman. David did what could be done on the spot, then rode on to report the injury. The woman later died, and David was severely shaken. He was initially taken into custody, but was later

released and cleared of any possible charges.

A broken front axle took out Ron Lamastus on the fifth day. He improvised with a few tools and struggled into the next check, but the part could not be replaced and Ron's fifth of Six Days was suddenly over.

Larry Thompson suffered the ultimate frustration of being disqualified for receiving help from a spectator. The help came in the form of a push just as Larry was bump

starting his motorcycle. The fact that he tried to discourage the push to the point of striking the Austrian soldiers responsible seems to have gone unnoticed. Confusion reigned in reports of the incident, and the jury voted for disqualification.

On the brighter side, Team Yamaha scored three Gold Medals in their first full blown I.S.D.T. effort. Chris Carter, on an IT 400, deserves special recognition for being the only American to win a moto in the motocross special tests.

Malcolm, of course, got a Gold, finishing up ninth American despite tire problems on the first day which cost him some time.

In all, the 51st I.S.D.T. was a combination of satisfaction and

frustration for the American riders. *Dirt Bike* friend, Tom Cullen, had some interesting first-hand observations to make, so, to conclude the story, we'll turn to Tom . . .

TOM SAYS . . .

"It was just another I.S.D.T. Three hundred guys going 200 miles a day for six days in the Styrian Alps of Austria. There's not much one can say about something as mundane as that. But journalism must live on, even if 'bottom-of-the-barrel' items are its life blood. The following accounts and items are the real substance of this year's Austrian I.S.D.T.

The first thing of importance that you should know is that the



Only Malcolm could look that out-of-shape while being in perfect control.

ON THE ROAD TO AN ISDT VICTORY

Make no mistake about it, our American ET (Endurance Trial) riders are among the best in the world. The problems that plagued them in Austria were not really, in my opinion, problems of lack of ability. This was an unusual Six Days, and its very unusualness can, I believe, be used to point out some changes that should be made in our National ET championship series, changes that would strengthen our teams of the future.

I've attended two previous ISDTs, and heard stories about others. The unpredictability of these events has, in the past, been the only predictable factor.

Italy was very tough — tough because of the terrain, because of the schedules, and especially because the organizers had confused those schedules by forgetting to include time for one Special Test. The riders were, on occasion, required to run wide-open to maintain schedule or recover time that they had lost due to the above-mentioned error. The Czech team, who most agree are the present masters of the sport, was the only team to maintain both the schedule as a team, and their team composure. This was a result of organization as well as of riding ability. Our best cross-country riders, who can equal anyone in check-to-check riding, did all right in Italy. Some of our other riders didn't, simply because their trail speeds were not fast enough to recover from the organizer's error.

This year, however, the organizers didn't make mistakes; the weather, unlike that at the Isle of Man, was fine. The high percentage of Gold earned in this trial was not because the event was easy, but because it lacked surprises. Again we proved that, barring unforeseen mishaps, we are among the top group of Six Days countries in the world, along with Czechoslovakia, Italy, and East and West Germany. At this point, though, we are near the bottom of this top group. We have the potential, and I've been wondering what can be done at home to push this potential to the top.

In road racing and motocross we have proven that once we get a grass-roots system going, once we start producing riders who have developed on tracks similar to those the Europeans use, we can beat them.

Our good ET riders, now, have only the National Championship series for actual in-competition training. For many of these riders, that means only four events a year. In these events we seldom have anything, aside from check-to-check terrain, that is like the Six Days. We are not losing points on check-to-check speeds, but on Special Tests. The Special Tests in a Six Days, this year being a prime example, are not really reflected in what we require in our Championship Series here. More grass track events, and other things of that

nature, should be included.

Grass tracks, motocross tests and the like are easier for the planners. This is why they were so prevalent in Austria, and why they *could* be more prevalent here. Our clubs that sponsor the events in the ET Series, through no fault of their own — since they are generally enduro clubs which throw one ET event a year, seem to include the Special Tests as an afterthought. This is exactly the wrong approach. Special tests are the crux of the entire ISDT philosophy.

The problem parallels those found when motocross first became popular in the U.S.. Motocross, originally, only attracted much notice during those few races in the fall which made up the Inter-Am series. To be top American in the Inter-Am was considered the highest any of our riders could aim for.

Slowly, MX started to become a grass-roots sport, something that went on every weekend across the country. Only after this happened did the Japanese companies start building real production motocross bikes. Now, because of these factors, we are producing incredible riders: DiStefano, Smith, Hannah and many more.

This could happen to ET events. If smaller clubs, those who usually throw enduros, could easily get information on how to hold, for example, a one-day event using ET rules, they would likely jump at the chance. ET events eliminate many



Mr. Penton's son, Tom, in one of the grass track Special Tests.

'Clerk-of-the-Course,' stated in German, is the 'Fahrleiter.' How'd you like to do 1,200 miles on a course laid out by a Fahrleiter? Me neither.

Sekau must be the most Americanized village in Austria. When a rural community of only about 1,500 persons hosts nearly 200 Americans for two weeks, drastic changes must result. Every kid in the area can now say clearly, 'You got any stickers, mister?' Most of the riders got booked into the only two guest houses in Sekau, one of which had one bathtub for 42 persons! Many of the support personnel and spectators were lodged in private homes throughout the area. Several of the U.S. Bultaco support people were

housed on a farm which just happened to have a garage with a welder, air compressor, drill press, grinder and loads of tools. Johann Edlinger now possesses the most complete Bultaco shop in Austria.

The two guest houses in Sekau were quickly re-named. The Hof-wirt became the 'Warthog.' The Spodnut became the 'Spitoon.' The U.S. team doctor apparently had something to do with these names. Now there's an awe-inspiring guy. I mean, how would you like to ride on a team with a doctor named 'Crazy Richard'? He wears a uniform with a duck embroidered on it. Says he's a 'track-quack.'

Opening day produced a multitude of wheelies out of the Pare

Some suggestions for the future by Dick Mann

of the organizational problems found in enduros, especially the protest syndrome which seems to be growing with the advent of enduro computers.

ETs also put the medal system into play, which, to me, makes more sense than a trophy system. A trophy system, especially as in enduros today when a mistake of a few minutes at a check can put a good rider completely out of the running, encourages quitting once the points are dropped. The medal system, with its breakdown into Gold, Silver and Bronze, encourages keeping on.

If these events could begin to appear, then eventually a real national organization could form. Regional championships, perhaps divided into Northeast, Northwest, Southeast and Southwest regions, would provide more events for interested riders with less travel and expense. These districts could keep track of individual performances, even to the point of fielding regional teams. District champions, or strong district performers, could then go to the National Championships. A system of incentive levels would begin to appear. Clubs, after throwing district ETs during the year, would be better prepared to hold Nationals, thus both the events and the riders would improve.

Finally, qualifying for the ISDT should not be touted as the pinnacle of achievement. Because of the realities of fielding a team to

travel to the Six Days, it is unlikely that team selection can be much different than it has been — a combination of ability, politics, and factory support.

The term "qualifier" was always misleading. Perhaps 60 riders could meet the criteria for qualification, yet only 30 might be able to actually ride on the American ISDT team.

The National Championship ET Series should only determine which riders are capable of being *considered* for Six Days. A reward, such as a National jacket or helmet, could be awarded to those riders who do achieve great enough success to merit consideration. This should be a part of the goal and the reward for competing, a prestige item.

A further incentive would be provided by holding a large ET event each year, at the conclusion of the Series. This could be a two- or three-day event, termed, perhaps, a North American Championship. Different teams from foreign countries should be invited, as the European MXers were to the Inter-Ams. Each year a different section of the country could host such an event. Regional teams, made up of the district winners, could compete, along with, of course, the National Championship winners.

Think of it, 300 American riders could compete, rather than just the 30 or so who can go to the Six Days. This would be the event of

the year in America, and would go a long way toward preparing riders for our future teams as well as giving ET events the coverage they deserve.

Our National Championship riders now have much too narrow an arena of success. Not more than ten new riders in any given year are likely to have a chance at going to the ISDT. With an improved Championship system there would be publicity and honor *before* becoming one of those ten.

This kind of system would build America a team for the future, while strengthening our teams today.

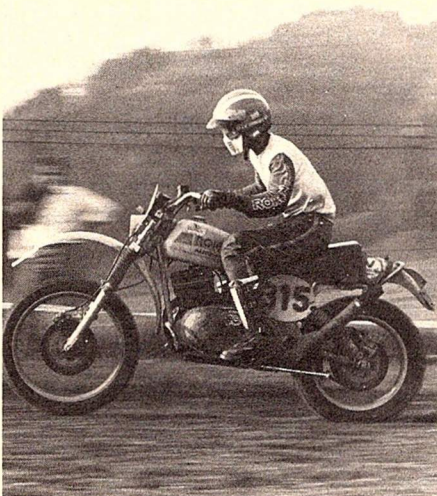
The responsibility for making this all happen would logically fall upon the AMA. A few years back they seemed to be taking steps toward these ends, but with the conclusion of the Six Days in America their interest seems to have dropped. The guideline booklet for holding an ET-type event, which we mentioned earlier, would be a giant step back in the right direction.

Funds, which would be collected for AMA sanctions of ET events in America, could be used directly toward furthering this type of competition — creating, in part, a self-sustaining system.

A letter to the AMA (American Motorcycle Association, P.O. Box 141, Westerville, Ohio) voicing agreement with the ideas presented here could be a strong step toward a future Six Days victory.



Jim Hollander in a Special Test, brake lever falling to the ground, trying for a one-knee recovery.



Gary Edmond moving on the mighty Rokon. (Jeannie Flippin photo)



Rookie Mike Hannon brought home a Gold.



Gary Younkens dices with unidentified Italian and Dutch riders in the motocross Special Test.

Ferme, but king of them all was Jim Hollander. Jim did it for about three blocks, and everyone knows you can't do a wheelie on a Rokon.

Destined to become the star of the show was Ted Dirstein, a Canadian who crashed hard before Check 1 on day 1, bent his forks and bars *bad*. He went all week, steering one way and going another, and finished!

Also a crowd-pleaser was the Swiss rider who rode the final day, including the motocross, one-handed the other arm being broken. He didn't look slow either, and didn't finish last in his moto.

World Trophy leader in total wins is Great Britain, 16 times, followed by Czechoslovakia with 12 wins. In Silver Vase competition, the Czechs have 16 wins (including '76) and Great Britain has 11. No other country is even close in either category.

All time winning 'line' for any American in a foreign country,

'Yeah, I ride all the time with Steve McQueen and Robert Redford.' It worked so well for Chris Carter in England that everyone was using it this year.

An unforgettable scene occurred on the final day in Austria, on a country road leading into Sekau. Imagine a farm tractor, driven by the then-famous Johann Edlinger, with seats on each fender, occupied by Mike Hannon and Charlie Bethards respectively, with Ben Bower sitting atop three crated Bultacos being trailered behind the tractor. A stone gas! Schnapps made Johann ride five mph faster."

RESULTS

World Trophy	
1. West Germany	312.0
2. Czechoslovakia	383.8
3. East Germany	785.1
4. Great Britain	2130.0
5. Austria	2226.1
6. Poland	2349.9
7. Belgium	5346.8
8. Canada	8469.9
9. France	33,566.3
10. United States	61,994.6
11. Holland	63,225.9
12. Sweden	91,172.1
13. Switzerland	92,962.2
13. Finland	93,256.7
15. Italy	225,304.3

Silver Vase	
1. Czechoslovakia	580.0
2. West Germany	625.0
3. Italy	717.6
4. United States	981.3
5. Finland	1307.0
6. East Germany	1345.4
7. Belgium	1366.5
8. Canada	3954.7
9. Switzerland	4243.6
10. Holland	4936.2
11. Austria	17,677.0
12. Sweden	32,528.3
13. Spain	61,220.8
14. France	66,941.3
15. Great Britain	77,408.0

Manufacturers' Teams	
1. Zundapp I	50.6
2. Jawa I	204.2
3. Zundapp II	261.4

Club Teams	
1. Dukla Praha	612.8
2. UAMK CSSR	748.2
3. ADAC Stuttgart	864.5

Best 10 American Scores	
1. Dick Burleson	3985.9 Hus
2. Jack Penton	3995.5 Pen
3. Tom Penton	4010.44 Pen
4. Carl Cranke	4066.1 Pen
5. Frank Gallo	4118.0 Pen
6. Jim Hollander	4127.8 Pen
7. Billy Uhl	4131.3 Her
8. Gary Younkens	4132.4 Pen
9. Malcolm Smith	4133.3 Hus
10. Dane Leimbach	4143.6 Pen

Other American Gold Medal Winners: Drew Smith (Herl); Don Cichocki (Pen); Mike Rosso (Herl); Harry Heilemann (Pen); Lars Larsson (KTM); Eric Jensen (Pen); Mike Hannon (Bul); Jeff Gerber (Pen); Earl Law (Oss); Dennis Vandecar (Pen); Rod Bush (Pen); Gary Edmond (Rok); Jeff Hill (Pen); David Ashley (Yam); Bill Geier (Pen); Chris Carter (Yam); John Fero (Yam); Charles Bethards (Bul); Ben Bower (Bul).

American Silver Medal Winners: Jim Simmons (Hus); Stan Rubottom (Yam).

American Bronze Medal Winners: Ricky Weathersbee (Pen); Ken Maahs (Hus).

DIRT BIKE RIDES THE TYPE 2 HONDA

You betchum, Red Rider!



Pierre and Gunnar discuss some of the details as interested spectators gather quickly.

What would you do if American Honda offered you a ride on an RC500 Honda? You know, the latest works bike that Pierre and Marty and Tommy ride. Don't answer, we already know. You'd jump at the chance. How do we know? It happened to us.

On a spare day between Trans-AMA races, Honda, in the persons of Pierre Karsmakers and John R., met members of the DIRT BIKE staff for a semi-clandestine gathering among the mid-week granite ruts at Saddleback. Purpose: to let us ride one of the six RC500 Honda motocrossers in the United States. Care to ride along?

You've seen pictures of it, or, if you were lucky, got close enough at a race to want to get closer. It's the red one, very red. Red frame, red tank, red engine. Without question the most svelte of the new motocrossers. It stole the show in Italy at its debut — opened the way for a whole new line of apparel accessories. Heads stretch out the windows of the DIRT BIKE truck as we pull into the pits next to it. You can almost see ions pulsing in the air from the electric tension.

John R. and Pierre are accommodating, pointing out a few of the RC's clever nuances while we soak them up and lend them to film. This RC deserves its new designation. No part bears more than a visual resemblance to the old Elsinore line. This is no punched-out 250 Elsie! All of the motor pieces are sand cast magnesium, symbolizing the newness of the bike. Titanium bolts hold it together. In the RC, steel is the rare metal. We assume that the RC500 is exceedingly light and meet with our first awakening. At the last Trans-AMA Pierre's bike tipped the scales at 234 pounds.

Nice things. The swingarm is so close to the countershaft that only one larger size of countershaft can be used without rubbing. And the countershaft is on the opposite side of the Elsinore. In fact, the whole engine is reversed, a mirror image. And John R. claims that this bike is much better for service than previous bikes. Access is better and basic service can be performed quite quickly.

You can't sneak a ride without the suit, so we slip off to dress while the others talk. A casual reappearance with helmet, goggles, gloves and the



rest in place gets the point across. John R. waves us forward. There's no backing away now. The RC is tall, the tallest motocross bike we've ever encountered, as a matter of fact. Just rocking the bike in place moves the suspension through three inches of its travel. Sounds like a lot until you subtract it from the total: 12½ inches. That's right, 12½ inches at each wheel. That's why the RC stands as a giant and why the seat is thin and even why it seems to slant forward. Of course, that forward slant could be a psychological device. The RC looks like it's hauling tail when it's standing still.

With control operation checked, goggles adjusted and gas turned on there's only one thing left to do. Start it. Imagine trying to kick-start one of the most powerful 500 class motocrossers in existence. You think a Maico deals out a wallop, this thing should be a bear. Standing aside, the right foot gingerly approaches the lever. A swift kick and retraction and the lever moves easily through its travel. The motor spins through twice and on the third rotation catches. It's running! Nothing to it. Shut it off and start it again just for fun.

Time to go now. The clutch pulls easily and a gentle nudge slips the transmission into first. With a little gas the RC500 pulls easily away. No revving, jerking or wheelspin. It drives away like a real live mundane motorcycle. Can't hardly touch the ground, but now it's OK. We're going.

On the track caution is in order. This motorcycle produces Grand Prix winning horsepower and it might be best not to let it all loose at once. The transmission shifts with just a touch up to third and the motor growls happily at low rpm. A little twist of the throttle and the RC crouches and goes. The powerband is so much smoother than you would expect in a works motocrosser. Almost 13 inches of rear wheel travel sticks the power to the ground tenaciously. It's hard to encourage wheelspin.

Ah, but it does get going. With pure acceleration, not wheelspin, available mph build up quickly. At a moderate speed in third gear the suspension is barely working. Bumps and chuck holes disappear under the front wheel. And now a turn. Brakes come on easily and smoothly. Tires gnaw at the ground



and the bike slows. Slows too much, in fact — not used to this much brakes. Point the front end in and squirt the bike out with some throttle. Wheelie, you say? Well, like we said, the RC does get a piece of the ground.

Myths begin to fall. The RC isn't hard to ride at all. There's flywheel and powerband to compare with any production motocrosser. Just more of everything. Through the whoops now in fourth gear the RC rocks gently like a roller coaster ride. No concussion, just suspension movement. And power to the ground. When the throttle is on, the bike accelerates. When the brakes are on, it slows down.

Cornering is simple. Might have thought that the suspension would be a little confusing unless you go as fast as Pierre. Not so, use whatever part you like. Turning is one of the things that the RC does like it shifts or brakes — perfectly. As if there is a little screw to adjust and John R. just turns it until the bike is correct. There is no qualification about the turning, it just does.

By now we must have been around a couple of times and the scattered early impressions are

beginning to congeal. The initial unreality of what we are doing is beginning to change into a harmony of bike and rider. Question yourself: Has there ever been anything like this? Have you ever ridden anything this good? Of course not. It doesn't take a champion to ride it, it's just plain good.

As a matter of fact, this next lap at the back of the track we just might be able to sneak out the back road and high-tail it to Encino. There must be some way we can make off with this thing. Got to have it. Maybe if we entered a Trans-AMA and claimed it. No, that wouldn't work. Have to qualify for one of those. Maybe if we gave Honda a free 12-page ad.

What? There's someone in the track. It's John R. signaling that we stop. No. Who wants to stop? He seems pretty adamant, though. See what he wants.

"What, can't hear you?"

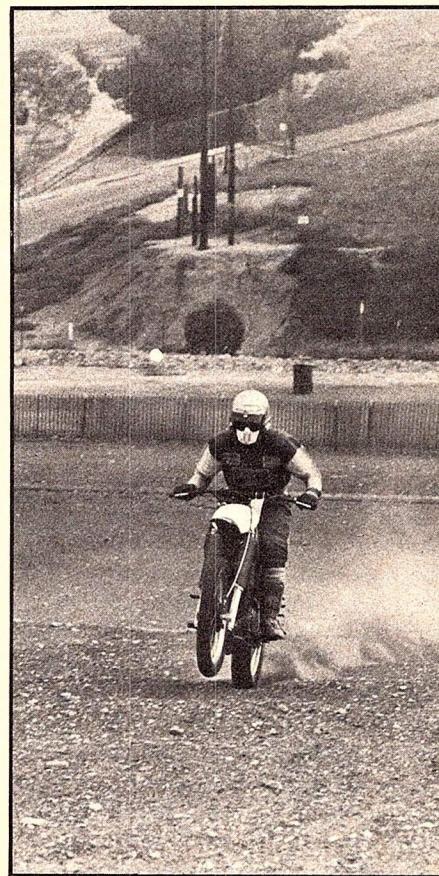
"Yurtofzzz," John said.

Well, have to shut this thing off.

"What was that, John?"

"You're just about out of gas, you've been riding for 50 minutes."

"Yeah? Who would have guessed it."



Coming up the famous Saddleback start hill it's easy to appreciate the good traction and the smooth power.

THE OVER, UNDER, AROUND AND THROUGH'S OF AIR FILTER MAINTENANCE

How to keep your all-important breather holes open and unclogged for speed's sake

by George Wegner

Maintaining your air filter correctly through proper cleaning and installation is cheap insurance for preserving your engine's internals: that is, keeping them as close as you can to their intended tolerances for as long as possible. In fact, it's just as important as the lubricating qualities of the oil you pump through your engine. A total or partial failure in either of these areas can have disastrous effects upon your engine's lifespan — either in and incredibly short period of time, or over the months.

Filters have come a long way in the past few years. Now there are three basic types available.

The paper type has surely been around the longest and is the least efficient design. Still, it comes stock on at least one brand. This type of element is made of interwoven pulp fibers which it relies on to trap dirt particles and prevent them from entering your engine. Since it is dry, it cannot catch as many or as small dirt particles as an oiled element. Moisture will cause the fibers to swell, seriously restricting the airflow and, therefore, engine performance. In addition, paper units have a very short life span on a bike and cannot be reused. For the price of two or three replaceable paper numbers you can buy a good foam or cloth type.

There are several variations on the basic foam filter theme. These include the single-layer type — with either a conventional smooth surface, a lumpy or irregular surface to provide more surface area, or the hairy-surface type as found on Yamahas; also available are the twin-layer variety with either conventional or lumpy surfaces, and the dual-layer Stripper model that comes with a couple of thin outer layers that can be switched to provide a fresh outer surface, or the outer one can be left dry for longer races. These foam types are designed to trap dirt against the oiled walls of many thousands of tiny tunnels. Many filter manufacturers have composed special filter compounds to give optimum filtering of dirt, dust and assorted mung while also acting as a water repellent. The twin-layer elements have different sized pores in each layer to help obtain maximum airflow and filtration simultaneously.

Finally, there is the screen-covered-cloth type; for example, the K&N. It uses the accordion-fold design to expose as much surface area as possible around its circumference. Dirt is trapped through the use of a special filter oil, as with the foam type, but it is stopped on the outside of the filter rather than within. The idea here is to let the dirt particles that build up actually help filter the air that passes around

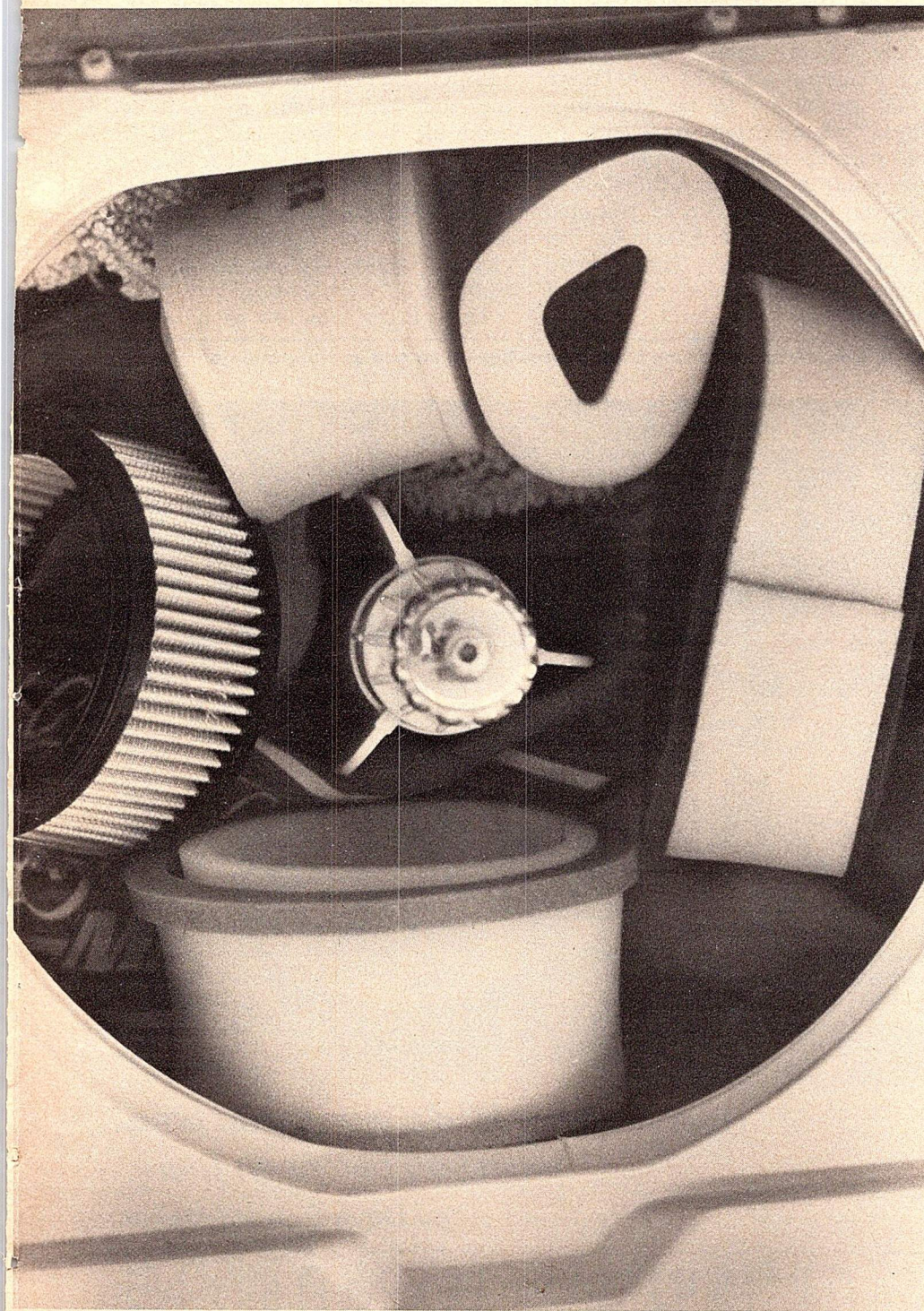
and between these particles.

Paper elements are quickly disposed of and replaced, and replaced, and replaced . . . The K&N unit is a long-living filter, and most of the foamers should hold up about as well.

Cleaning follows basically the same routine for all the foam elements, whether single, double, lumpy or not. But, like most anything that needs doing, there's a right and wrong way to do it.

If you're some kind of clean freak, the first thing to do is drag out the vacuum cleaner and stuff its long snout down into your air box to suck out dirt balls, clods, and whatever low-flying birds may have found their way in there. While this step is not absolutely necessary, with some air box designs it helps keep dastardly dirt clods from dropping in on your carburetor. On some bikes it would be good to pull off the rubber air boot to be sure that accumulated dirt will not find its way to the wrong place when the filter is pulled out.

Cleaning solvent is the stuff to use for cleaning filters, but, some continue to use pre-mix since it's always around. Handy? Yes. Safe? Not very. Soak and wring the filter several times in a pan of solvent, using clean solvent the last couple of times. Don't get too carried away with the wringing part or you'll end up needing a new filter in no time.



Then, let it air dry for at least 20 minutes. Next, get a bucket, tub or sink full of hot water and Ivory dish-washing liquid or its equivalent (if there is one). After giving it the same wash job you gave it in the solvent, you'll be surprised to see how much dirt you left in. You're going to have to let it dry a bit longer after the dish-washing job.

Now you're all set to oil that baby up. Spread small amounts of your favorite filter oil evenly over the element's surface. You don't want to waste it, or leave your engine unprotected, either. For this reason, most of the oil manufacturers have given their product a deep color so that you can easily see when the filter is covered. Remember, don't

get carried away. If you do, wring the excess over a funnel back into the container. After all, your filter should be clean by now.


While some filters require greasing around their sealing edge, others do not. For instance, the Suzuki RM B filters fold over a screen and seal very well greaselessly. Others, you just would naturally never install without the grease for fear of something getting by.

Be sure that the filter seats perfectly all the way around by feeling it if you can't actually see it. Take your time. This is where races (or your money roll) can be won or lost.

K&N's are a whole different story. Since they utilize dirt that accumulates on the surface of the filter for additional filtration, they recommend that you thoroughly clean the filter only when extremely heavy deposits have built up. So, a regular cleaning consists of knocking off excess sand and dirt, then brushing it lightly with a toothbrush or similar small brush. Be careful not to get the dirt on the inside of the filter or to grind the particles into the fabric. Then you give it an even coating of their special oil that comes in a handy aerosol can and slip it back on. When it's Filth City, you roll it in a shallow pan of solvent. The level should be low enough so that the dirty solvent does not reach to the inside of the filter. A paint roller pan is the hot setup. Or, you can use their specially formulated cleaner and degreaser for cleaning, then their oil for oiling, and slap her on. They recommend using a light coating of grease around all sealing edges except when using their clamp-on type.

Some oils, after sitting for a week or two, will run around and collect on the bottom side of the filter, leaving the top virtually unoiled. Others will dry slightly and get gummy, but will stay put and still give good protection.

The hot guys keep a fresh filter already cleaned and oiled in a sealed plastic bag ready to slip on for the second moto.

That's about it. Do it right. Do it all the time. I'm sure you'll agree, it is cheap insurance. 

I would like to think that if you, the readers, were in the same position that I now find myself, you would feel the same divisiveness that I do. There are perhaps five perfectly good approaches to reporting the events of the Four-Stroke National Championship. There are, unfortunately, only four pages for me to relate those events, forcing me to make a decision on what I will tell you.

Just look at the potential lead sentences to these articles: "Top National stars such as Marty Smith and Tommy Croft were vanquished here today by local boy Mike Bell."

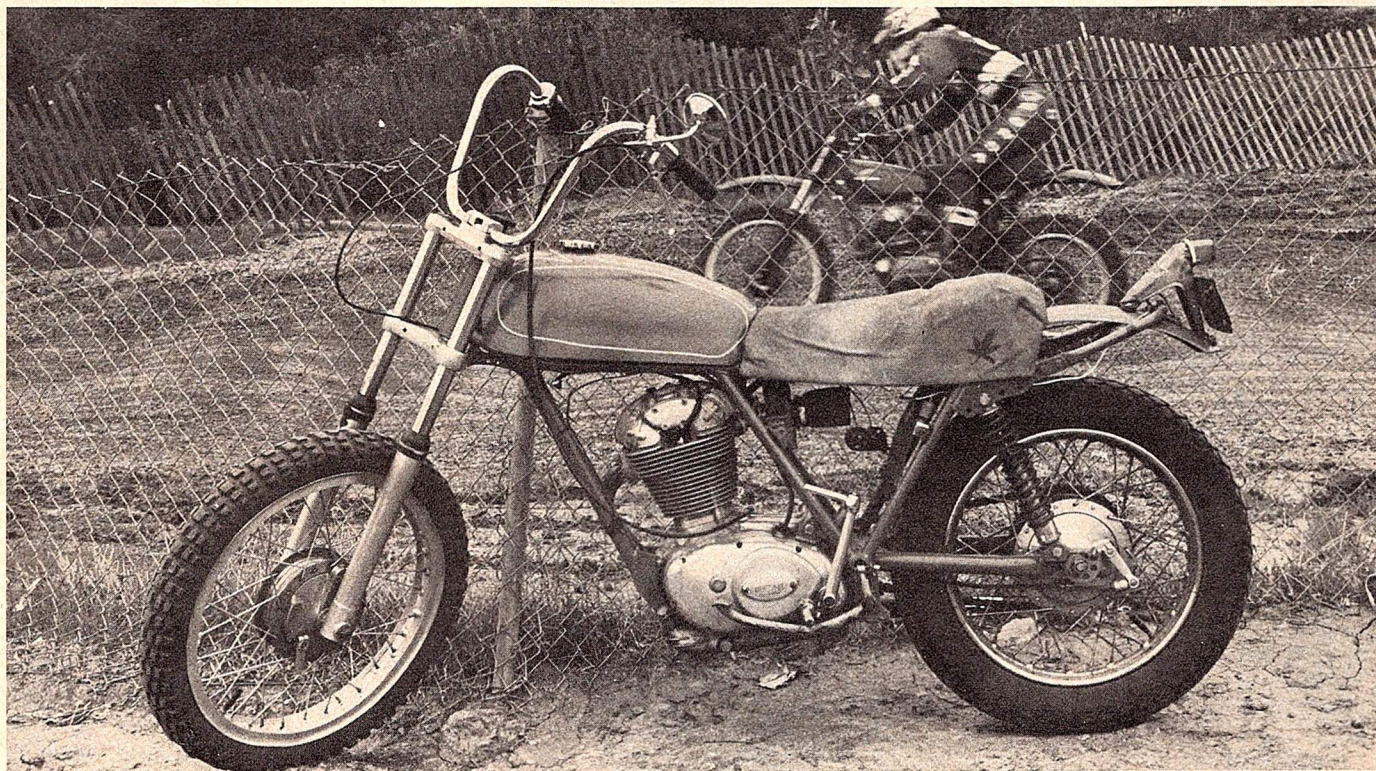
That tells one side of the story, if not the lighter side. Or we could have, "The good old boys and their funky old four-stroke motorcycles turned out for the Four-Stroke National Championships." That would certainly portray some of the most important aspects of the race. Or we could go with, "In an impressive display of sportsmanship, enthusiasm and expertise, Martin Horn and the boys from McHenry, Illinois, ran herd on the Four-Stroke National Championship aboard their English CCM motorcycles." That would satisfy the Anglophiles, of which I am one. Or, how about, "Accom-

Mike Tripes, on the 250 CCM, swept both 250 Pro motos.

panied by an impressive display of dirt racing, the Four-Stroke Nationals proved beyond a shadow of doubt that four-stroke motocross is not dead." We know that, but do you? Or finally, we could provide the predictable, "Hyuh, hyuh, all us good ole boys from DIRT BIKE turned out for the Four-Stroke Nationals where our hot-shot editor defended his Championship and the rest of us got drunk and took pictures." Certainly one side of the truth.

Do you see why it's so hard to

The disparate nature of the Four-Stroke National symbolized as Tommy Croft passes behind an odd interpretation of the Ducati Marque.



Martin Horn led his CCM crew to a bloody good time. Here he puts the well-used 250 CCM through a portion of its paces.

*Dear readers, Had a wonderful time,
wish you had been there.*

by Dave Schoonmaker

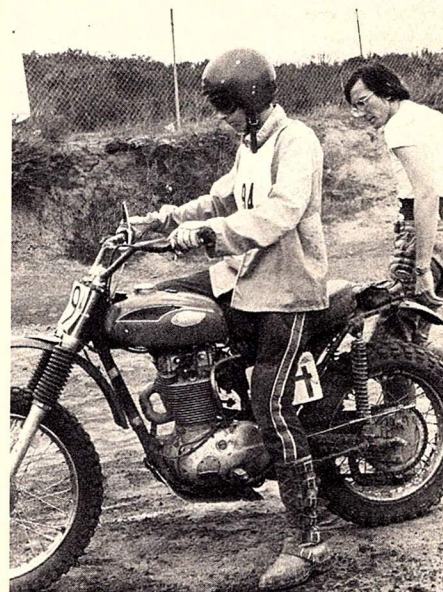
FOUR-STROKE NATIONAL MOTOCROSS

DIRT BIKE

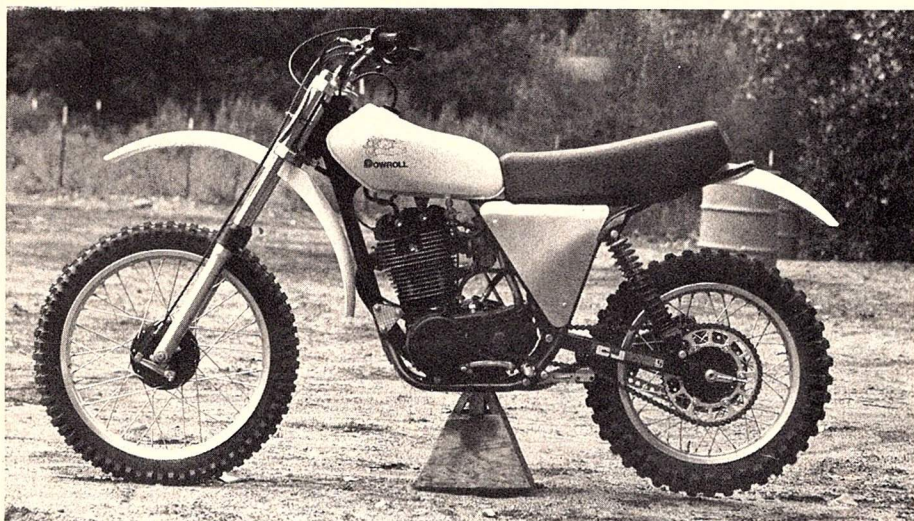




DIRT BIKE'S own editor, Gunnar Lindstrom, defends his #1 plate against the onslaught. His Powroll 600 Yamaha proved to be slightly pubescent.



You might be surprised to find out how many Japanese miracle machines finished to the rear of this 441 BSA incognito.



Timers event. The CCM pits were a blur of changing number plates as different riders readied the same bikes for different races. The 250 CCM competed in eight motos that day and won the 250 Professional class in the process. Most of the machines available competed in at least a half-dozen motos. Rolf Tibblin rode a new 600 which showed mighty prowess until it pitched the chain and dislodged the

choose now? All those things happened. You should have seen the duel between Bell, Croft, Smith and Marty Tripes. In the first moto Tommy Croft and Mike Bell had an incredible dice until Croft's forks ruptured. And Marty Tripes rode the seat off a 250cc CCM, since there was no 500cc bike ready, to finish fourth. Then in the second moto Tripes was aboard a 500cc CCM and flat ran away from everyone. What a ride! Still, Bell finished third after crashing himself, when Croft crashed his way down to fourth. That provided Mike, riding dad's Long Beach Honda, with the overall win and the National Championship in the 500 class.

Maybe there weren't as many good old boys and their four-strokes out this year as there were last year, but they were still there in force. Cheney-Victors placed high in the Sportsman classes, though the 500 Sportsman champion was a repeat of

last year, Keith Petrangelo aboard his CCM. John Hardy brought out a beautiful 600cc Matchless Typhoon which he sold on the spot for \$550. If we'd only known. Among the observers were folks on machines such as a Norton Atlas, mint condition, a chopped Ducati 250, and we think we saw old Dick Miller's Velocette there again this year. The finest Triumph Cub we've seen in years failed to make the starting gate, but adorned the pits nicely. Would you believe that there was a Ducati 860cc sidecar rig there? Now that's good old boys and their funky new four-strokes.

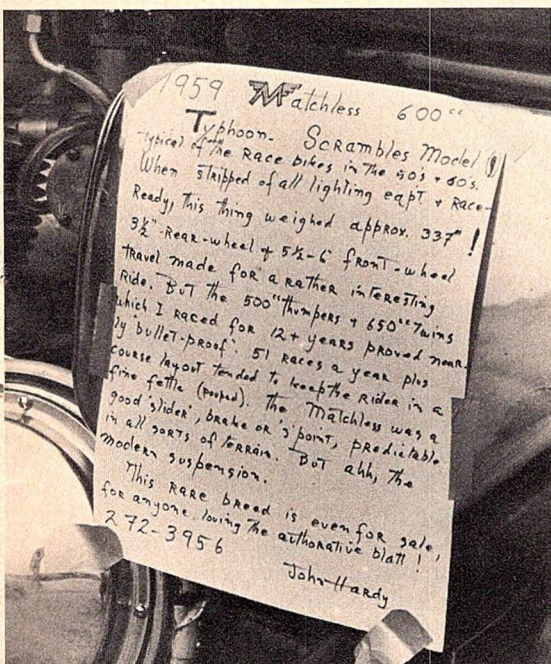
One of the stories that entertained us the most was the CCM gang exploits. Martin Horn drove out from his Aero-PA shop in Illinois with a truck full of CCMs. He drug out his entire stock and loaned them to most anyone who was interested in racing. Martin himself rode in 250 and 500 Sportsman and in the Old



One of the boys aboard his Triumph, the only twin entered this year, shows the obvious strain of competition and national exposure.



Mike Bell took the overall; his four-stroke experience helped.



Perhaps only but a small few of you will appreciate this superb Matchless. But to those who do, John already sold it, on the spot.

JANUARY 1977

transmission seal. And then, of course, there was Marty Tripes' incredible ride in the last Open Pro moto. We were cheering, you better believe.

But all of the above proves one thing in particular, that four-stroke motocross racing is every bit as exciting and considerably more pleasurable to watch than the two-stroke counterpart. Subtle psychological effects of the four-stroke engine play some role in placidity of the spectators. They provide excitement without the nervousness. There's only one way to describe it — they're more mellow. And quite obviously, their sounds are just not as piercing, allowing spectators to stay closer longer without feeling discomfort. The racing was some of the closest we've ever seen, and if the speeds were not as high as the USGP, few people would have guessed.

Then there's what really happened. That's the story of your

ardent reporters and their indefatigable efforts to have a good time. We went to the Four-Stroke Nationals to have fun and nothing was about to stop us. All the beer in the cooler was unable to prevent us from being thoroughly entertained. Not even seeing young Mike Tripes win the 250 Professional race on a CCM could keep us from smiling. Watching juiced-up BSAs they call CCMs win the lion's share of the classes didn't even stop us. In fact, we were so stalwart that the pleasant party at Angus and Mary McCarty's after the race didn't even bring us down. When Rolf Tibblin offered your reporter more wine, claiming it would make him in better shape, your reporter doubted the claim. But when Rolf claimed he was already in good shape, who could question it? Actually, the only thing which could have any effect upon our buoyant moods was the writing of this story, and I still can't figure out what to do with it.



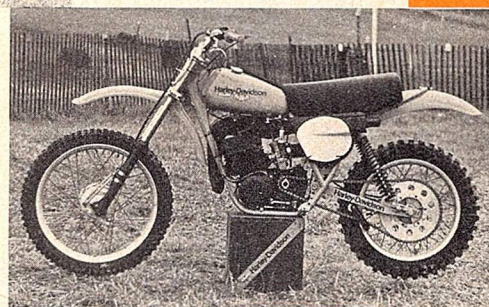
COMING FAST FROM THE BACK OF THE PACK...

DIRT BIKE TESTS THE REST

*Impressions of the
Ammex,
Carabela,
Harley-Davidson
and Villa*

by The Staff of DIRT BIKE

Have you tried to count how many brands of dirt bikes there are on the market at this time in the U.S.? We have, and came up with 19 different marques that you can choose from if you want to go dirt riding. You will be pleasantly surprised to know that 14 (yes, 14) of these have been featured in tests in DIRT BIKE Magazine during the last 18 months. In this issue we'll cover the remaining five brands. The Hercules 175 can be found somewhere else in these pages as a special technical feature test. It's an innovative design and we feel it merits this attention. The other four are "tested" right here. We qualify the word "tested," because these are not supposed to be real honest-to-goodness full-scale tests, but merely presentations and introduction, with a one-day test ride each, of these new brands to the dirt market. That is far more riding than many other magazines do for their full tests. The distributors for these brands are still small compared to the rest, and it would have been unreasonable to ask them to deliver a bike to us, since none of them are located here in Smogville. We went on the road and visited the Islo Honda plant in



Saltillo, Mexico, met with the Harley-Davidson people at Mid-Ohio International RaceWay, Carabela at their U.S. distributor in Alpha, Ohio, and then stopped in the San Francisco area to try out the Moto Villa on the way home.

Of this foursome, Carabela is the only manufacturer who has a complete line of bikes available right now; 100, 125, 175, 250 and 450 cc models are offered in both motocross and enduro trim. Additionally, bicycles, mini-bikes, mopeds, and both a short-tracker and a speedway bike are offered. Moto Villa is second in terms of diversity, having both a 250 and a 450 MX available at this time. Harley's 250/MX will likely be available by the time you

read this. Their line of dual-purpose bikes, the SX125, 175 and 250, have, of course, been available all along.

Ammex will be the last to get their 250 on the market. That will take place during the latter part of '77, making it for all practical purposes a '78 model before production reaches any significant numbers. As in the case of H-D there is also a 360 version being tested at this time, but it is still too early to talk about any production plans. Ammex is the new name for the late Cooper motorcycle, being produced by the Moto Islo plant in Saltillo, Mexico. The Cooper 250 Enduro production line seized some time ago and, needless to say, no more bikes will be produced under that name.

The Ammex motocross project is a product of the efforts of Don and Gary Jones and the Islo factory. Don's and Gary's vast knowledge of motocross bikes, combined with Gary's riding ability (see interviews in the Nov. and Dec. '76 issues of DIRT BIKE Magazine), will be used toward the goal of producing a very competitive MXer.

The Islo plant is only a small part of a big group of factories, privately owned, in Northern Mexico. The group includes a steel plant to produce the steel used in the other factories, a brick factory, etc. It is interesting to note that this is the only factory in the world that produces Honda motorcycles in which Honda themselves do not have complete control over the operation. Only a couple of dual-purpose bikes, based on the SL90 of a few years back, are produced under the Honda name. Total two-wheel production is around the 20,000 mark, and the majority are sold in Mexico, of course. Other motor products include three-wheel transporters and stationary industrial-type engines. Street bikes in 90, 125, 175, 200 and 250 sizes are produced, using an Islo design that has proven very reliable.

The 200 and 250 incorporate the same engine that is used as a base for the motocrosser, but it has by now been almost completely redesigned, with stronger and bigger bearings all around, beefed-up gears and crankcase, new crankshaft, new top end and so on. The basic engine layout has been retained, however. The hefty crankshaft drives the clutch via a duplex chain, and a regular "gear rod" actuates the clutch from the outside. The five-speed transmission has a straight-through drive in fifth gear, with the "countershaft sprocket" located on the mainshaft. The countershaft itself is located right under the mainshaft, with a shifting cam plate located vertically behind them. There are future possibilities of locating the swingarm pivot close to the drive sprocket. A Dansi electronic ignition does the sparking.

While we visited the factory, ten new prototypes were put together for further testing on a wider basis. Eight of these were completed in time for the biggest motocross race of the year in Mexico, the Premio de la Amistad — the Friendship Prize. All of them completed the race

AMMEX 250 5V



Race-testing the Ammex at the Premio de la Amistad, Mexico's biggest race. (Rex Reese photo)



Gary Jones' prototype already sports the new forks.



A "test" of the three-wheeler was absolutely necessary of course. Mike Tripes demonstrates the highsiding ability. (Rex Reese photo)

without any single, major, mechanical failure. The hubs and forks used for the event are soon to be replaced with components made in Mexico of an entirely new design. Work is also being done on an up-pipe to replace the unit used at the time of the race and "test." Two different types of cylinders were available, one with reeds and one without. The reed/cylinder certainly was very fast, but the piston port had a more usable powerband, in our opinion. The overall handling of the bike, we felt, was really excellent, and the 200mm travel front and rear was very adequate for the track we did our riding on. The brakes were very weak, especially when wet, but these wheels are just an intermediate solution before the new hubs are finished. These both are full width with straight spokes and brakes located in the middle, between the two spoke flanges, to eliminate any chance of the heat from the brakes loosening up the spokes on one flange more than the other. They are also lighter than the Grimeca hubs presently used. A number of other weight saving changes will be made throughout the bike. Still, the overall weight is 103.7 kg (about 228 lbs), which is competitive today for a production bike.

When we left the Islo factory we were certainly a lot more impressed than we had thought that we would be. Everybody from management on down showed great involvement and concern for the new product, and there definitely are a number of very knowledgeable people involved.

AMMEX 250 MX5

Brand and model Ammex 250 MX5

Price (approx. retail:

N/A (still in prototype stage)

Engine type:

Piston port or reed valve, two-stroke, single

Bore and stroke 70mm x 64mm

displacement 246cc

Carburetion Mikuni 36mm

Clutch Multi-plate, wet

Primary drive Duplex chain

Transmission ratios Not finalized

Final drive 520 chain

Air filtration K&N cartridge

Electrics Dansi CDI

Frame Double cradle

Suspension:

Front: Ammex forks, 225mm travel

Rear: Boge-Mulholland Freon bag shocks, 225mm travel

Wheelbase Not finalized

Fork angle 29 degrees

Weight . . . 103.7 kg (228 pounds) actual

Start system Primary kickstart

CARABELA 250 MX CENTAURO

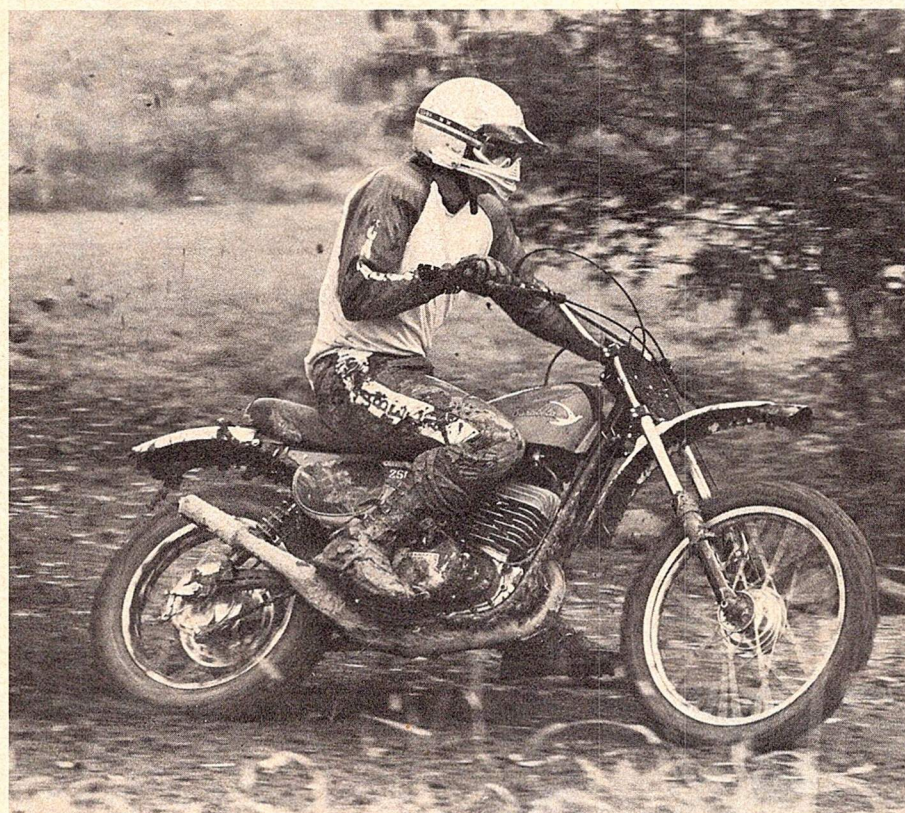
Perhaps the least known of these four brands, but certainly the biggest seller in the U.S., is Carabela. Carabela motorcycles in the form we know them have only existed for about three years. The first year that saw any significant sales in the U.S. was 1975, when slightly over a thousand bikes were sold. The number was tripled in '76 and Carabela U.S. will try to double that figure for '77. That will mean about 6500 bikes for the States for this year, an impressive figure indeed.

Acer Mex, S.A., the parent company, is located in Mexico City, where it is part of a large group of companies, much like Moto Islo in this respect. Acer Mex, too, owns their own steel plant where steel for all of their factories is produced. Their 1976 total two-wheel production reached 56,000 units, 40,000 of which were bicycles. Those figures will be increased in '77, as the factory has upped its production capacity.

The origin of the Carabela engines goes back to Italy. Some four years ago an agreement was made with Minarelli for the smaller engines and with Moto Villa for the larger sizes, to use their respective designs as a basis for further development, which was to be carried out in Mexico. The engine is a very modern and reliable unit, and no shortcuts have been taken that could cause problems later on. About the only criticism we can come up with is its lack of primary kickstarting, something necessary on any bike for the future.

Engine layout is traditional, with gear-drive on the right-hand side and a multi-plate wet clutch. On the left a Motoplat takes care of the "sparking," and your basic Mikuni does the mixing.

The downpipe exits on the right-hand side and prevents a floating brake hookup, something that the rear hub already is prepared for otherwise. The hubs are very Yamaha-like, to say the least, and are laced to the D.I.D rims with good spokes, in total some of the best wheels in the business. Carlisle tires are fitted and proved to be better than some of the tires other factories fit stock, especially on hard or tacky



tracks.

Fiberglass is used for the side panels and tank, and the latter is held down with a rubber-like strap. The seat leaves a big gap between itself and the fender, space that should have been used either for more padding in the seat or for more travel in the rear suspension.

The fenders are made out of plastic, the front one being a little short on top to protect the rider from his own front wheel spray.

Our test bike was absolutely new, not having been ridden before at all.

The test track was a very snotty semi-muddy type, so going easy in the beginning to give the bike some time for a break-in was no big problem. The real problem was to stay on the wheels at all. As the day wore on, the track dried up a little bit and the traction got better and better. Our 250 Centauro MX was an easy starter all day and the carburetor jetting proved to be spot-on right out of the box. The grips and levers are all Mexican-made and nice, with black dog-leg levers for clutch and brake. The



Simple but very sturdy chain guide keeps the chain on the Rococo-sprocket.

throttle, however, we felt was a little too "slow" and also needs to be taped, to cover a slot designed to aid replacement of throttle cables. Bars are sort of CZ-like and, well, you can't please everybody anyway. Lever covers are missing.

One of the first things that strikes you when you get on the bike is the way the suspension works. The front forks are Mexican-made Betors with 200mm travel and the shocks are Carabela-made Freon bag style units. Both front and rear work very well. Rear travel is a little less than the front at 190mm. Actually, the shocks can also be mounted in three other positions, but we doubt that anybody would like to try that, as it will give less travel than the setup we used. The front forks worked just fine, but we have to admit that the rear bottomed out from time to time and was in need of stiffer springs for our heavy testers.

Handling otherwise is excellent, with a slight tendency to understeer.

Dropping the fork tubes some 20mm through the fork crowns takes care of that, and you are left with a very good handling and turning motorcycle. Because of the muddy track, the rear brake cable became a little sticky at the end of the day. It appeared as if the cables were not lubed from the factory, because the throttle also became heavy to operate in the end. The brakes otherwise are good and powerful.

This is another engine with a very good and rideable powerband, and, although it felt like it was giving away some to the heaviest competition, we were told that some extra power was easily obtainable through porting. Specs are already known to the factory people. We don't want to give you the impression that the engine is slow, just that there is a bit missing in comparison with the Grand Prix winning replicas mentioned elsewhere in this issue.

The Carabela Centauro 250 MX was a very pleasant experience for us. Here is a reliable, competitive bike that will give weeks, months and years of fun for a reasonable price. But a Grand Prix winner it ain't. Yet. Keep your eyes open, however. If Carabela has come this far in three years, imagine what they can do with a couple more. If you have a dealer close, go check one out. With five sizes and ten models, they might have one for you.

CARABELA 250 MX CENTAURO

Brand and model:

Carabela 250 MX Centauro

Price (approx. retail)\$1399

Engine type:

Piston port, two-stroke, single

Bore and stroke70mm x 64mm

Displacement246cc

CarburetionMikuni 36mm

ClutchMulti-plate, wet

Primary driveStraight gear, 2.680:1

Transmission ratios:

1) 2.214

2) 1.555

3) 1.190

4) 0.946

5) 0.800

Final drive520 chain

Air filtrationDouble oil foam

ElectricsMotoplat CDI

FrameDouble cradle

Suspension:

Front: Betor GP, Teledraulic, 200mm travel

Rear: Carabela Freon bag shocks, 180mm wheel travel claimed

Wheelbase146cm (57.5 inches)

Fork angle31 degrees claimed

WeightN/A

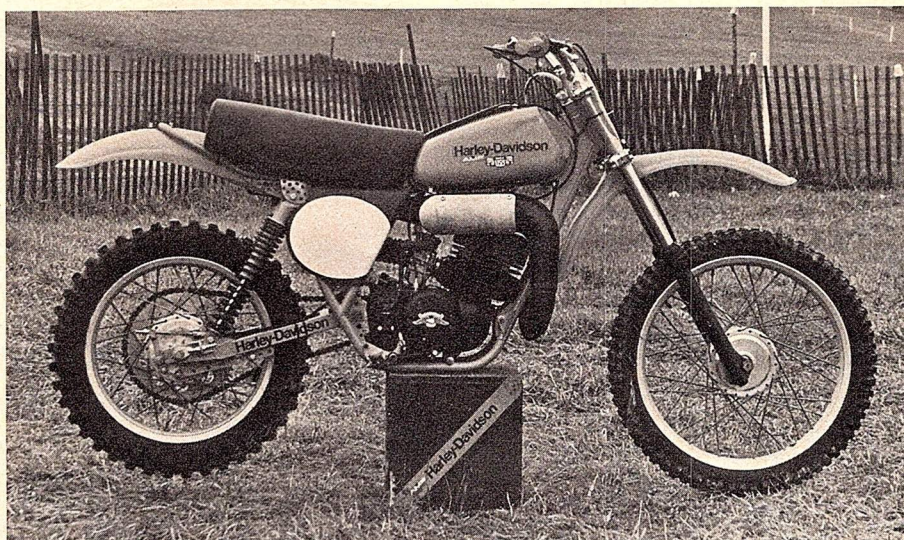
Start systemKick start

HARLEY-DAVIDSON 250 ME

Of the four brands mentioned in this story, we'll have to say that the one with the heaviest involvement into development and racing is the Harley-Davidson factory. Consequently, they also have the most finished product. The new Harley-Davidson ME250 (ME for Milwaukee Express) has been raced, not without success, during 1976 by full-time test and development rider, National #46 Rex Staten.

Producing motocross bikes is something entirely new to Harley-Davidson. It's a factory with traditions that go back to day one in motorcycling. Big V-twins have always been their bag. It was not until the '60s that Harley, through an agreement with the Aero Macchi factory in Italy, expanded their line to include something smaller than the big twins. Aero Macchi's full line of smaller single-cylinder bikes, both two- and four-strokes, were introduced to the U.S. market. This line also included the SX250, which was a dual-purpose machine intended to compete with the Yamaha DT1. In the early '70s, with the continued success of motocross racing, plans to build competitive motocross bikes took form in Milwaukee. It had to be built around the SX250 engine, which was basically a good and reliable unit. Everything else had to be built from scratch. The first prototypes saw the light in early '75, and used unique components in many places. Testing and racing have brought about many changes to that original design, not only to make it work well, but also to keep up with the development that has advanced radically in the last two years.

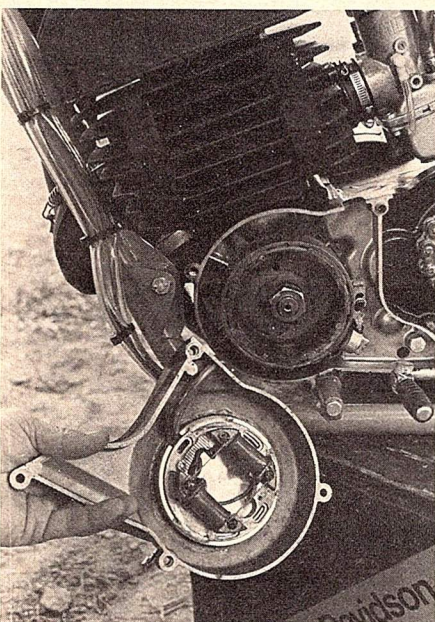
The result, soon to be distributed to dealers, is a finished product that works extremely well. It is also a very modern design that will last for some time — with its offset axle forks, up-pipe, primary kickstart, combined chain tensioner and guide, etc. The engine design is all Italian, but the suspension is from Japan (Kayaba), and the frame and most other components are designed in Milwaukee. Most of the bike will be built and assembled in Varese, Italy, at the Harley plant, but some small add-ons are expected once the



bike has arrived in the States. Delivery of the first bikes is expected during the end of January '77.

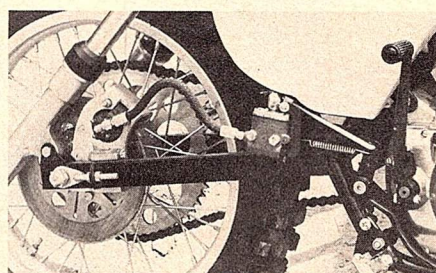
Engine design is basic in its layout. The crank drives the huge clutch via a gear on the right-hand side and the five-speed gearbox is drum-shifted. An "inverted" Dansi pointless ignition gives the spark. When we say inverted we mean that

the flywheel is installed "inside-out" and the stator plate is attached to the outside case, as on CZs and the new red engine Honda works bikes. Our bike was a very early and hand-built production prototype and there were a few small changes still to be made before the absolute production version that you will see on the dealer's floor. (Next to a 74-cubic-



By just removing the cover you will have the whole primary ignition unit in your hand. The backing plate is permanently located in the cover, timing adjustments are done by moving the pick-up, seen at the outside of the flywheel at five o'clock, right in front of the folding shift lever.

inch FLH?) The two most important changes will be the removal of the rear frame loop and the addition of



Prototype from 1975 using the rear fork suspension and a disc brake.

reservoirs on the rear shocks. The pipe will be tucked in differently and the Mikuni carburetor will most likely be replaced with a 38mm Dell'Orto. Some details on our bike will be finished better before the production takes place, such as front brake attachment on the fork leg. Also, the fork stops will be part of the triple clamps. Good accessories abound on the Harley, such as Magura throttle and levers, folding shift and brake lever, good D.I.D rims with adequate lacing, good cable routing and a pair of very comfortable handlebars. The influence of a top rider and the honest effort of the technicians toward making this bike a trouble-free finisher are evident wherever you

look.

The test ride left us very impressed, too. The 230mm travel front and rear suspension, coupled with a very quick motor, offered both good handling and speed. Turning is as good as any bike's, the front end sticks very well. We had some slight difficulty with a rear brake cable that wanted to bind a bit, but, considering the conditions under which the test was done, that is a problem that could be easily solved. Our test track at Mid-Ohio Motocross park was quite slippery and muddy from the rainy Trans-Am of the day before. We "found" some good, deep, honest ruts in a couple of the turns and actually saw the shift lever and brake lever "fold" when they hit the ground. They work. Clutch action is very smooth and strong and the shifting is easy, with very short movement of the shift lever between gears; so short, in fact, that every once in a while we hit neutral between first and second gears. You must move the lever all the way to the stop.

We found the Harley-Davidson to be a full-fledged MXer, worthy of comparison with the best in its class. If the bike we rode — which, after all, was a hand-built prototype — can be produced without too much changes, Harley can look forward to much success also in MX circles. They own the dirt tracks right now.

HARLEY-DAVIDSON MX 250 ME

Brand and model:

Harley-Davidson MX 250 ME

Price (approx. retail)\$1495

Engine type:

Piston port, two-stroke, single

Bore and stroke70mm x 64mm

Displacement246cc

CarburetionDell Orto 38mm

ClutchMulti-plate wet

Primary driveStraight gear, 2.73:1

Transmission ratios:

1) 2.286

2) 1.611

3) 1.238

4) 1.0

5) 0.846

Final drive520 chain

Air filtrationOiled foam

ElectricsDansi CDI

FrameDouble cradle

Suspension:

Front: Kayaba forks, 230mm travel

Rear: Kayaba reservoir gas shocks, 230mm wheel travel

Wheelbase147cm (57.75 inches)

Fork angle30 degrees

Weight:

102kg (225 pounds) dry, claimed

Start systemPrimary kickstart

VILLA 250 AND 450 MX

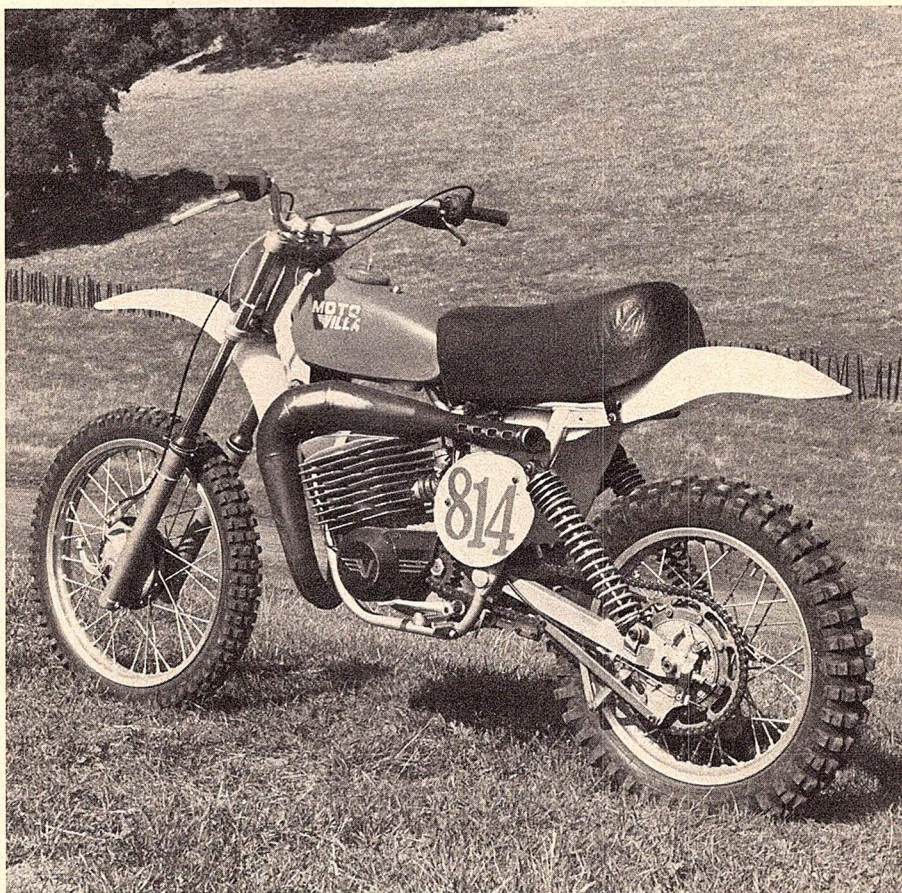
Moto Villa, the name rings familiar in racing circles. Right, the current 250 and 350 World Champion road racer's name is Walter Villa. Seems like there would be no connection there with a dirt bike, but strangely enough, there is. Walter's brother Francisco, who some three years ago (1974) was building a small factory to produce road racers, met with Bob Svensson from the U.S., who quickly (?) convinced him that building a motocrosser would be much more appropriate. Francisco certainly knew how to build engines and Bob had some knowledge about frames, so together they laid out the plans for the Moto Villa MXer. About this time a set drawings of the engine was sold to Carabela for use in their 250 and 450. Incidentally, they have produced about as many engines in Mexico as Villa himself. 1975 and '76 have been the first two sales years in the States for this company. The official name will shortly be changed to Villa with the "Moto" dropped.

We had a chance to try both the 250 and the 450 '76ers. The '77s were not in yet, but we are told that the 250 will be radically changed. Previously being based on the 450 crankcase, it will now get its own, and consequently lighter parts throughout the entire engine. Work is also being done right now on a 125 engine, which should be introduced around the middle of the year, if things go as planned and the bike is competitive.

Villa people on both sides of the Atlantic really aim for the highest quality and durability of their product. Therefore, many components are made in America, as well as all over Europe. Final assembly, particularly on the 450, is done here in the U.S.

The Italian factory, located in Bologna, has been in business for two years and currently employs about 40 people, manufacturing and assembling the bikes. Production in '77 is estimated to reach the 1000 mark, with of course the majority coming over here. Distribution in the U.S. is done solely through Moto Villa Ltd. in San Jose, California, and their dealers.

The engines, designed and manufactured by Francisco Villa, are



Smooth tractorlike pullingpower is the number one trademark of the 450 model.

very straight and similar in design. They are also very robust and should prove reliable. Weight is the only penalty for this, especially in the case of the earlier 250s, which had a bit of a weight problem. This should be rectified with the introduction of the '77 models. The weights which were quoted to us were very competitive.

Up till now, all engines have had a chrome bore but, for service reasons, all newer engines will have a steel

sleeve so that the cylinder can be rebored. The 250 uses bridged intake and exhausts with dual transfers and a fifth booster located between the two intakes, while the 450 uses single everything. Big-diameter crankshaft wheels give the necessary flywheel inertia, therefore only a small (116mm) Motoplat ignition is used to give the sparks. Straight cut gears drive the huge and heavy (on the 450) clutch. Primary kickstart will be incorporated into all the '77s, we

around.

RIDING IMPRESSIONS

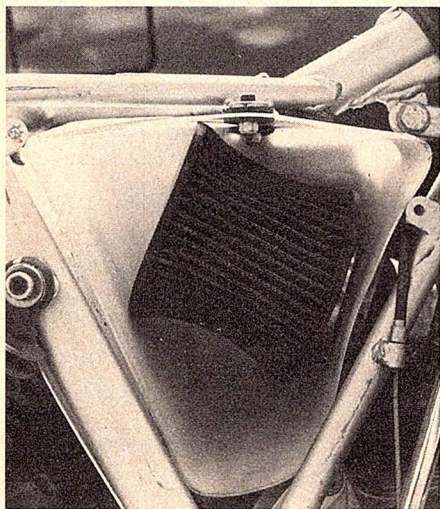
Both the 250 and the 450 were easy starters and proved to have good, strong powerbands, especially the open classer, which had very "long," smooth and predictable power. Shifting was very short but precise and of the "click-click" style. Neutral was sometimes a bit hard to locate with the engine running.

Steering was spot-on and the suspension, as you can imagine, didn't leave anything to be desired, with those famous components installed. Brakes on our unit, especially the 450, were quite weak, but the new hubs for the '77 models are said to be very effective. The bike feels a little heavy to manhandle around in the tight stuff, but that feeling is easily made up for by the good power and the excellent handling.

After only two years of development the Villa brand has strong potential to become one of the future major racing marques. They are now trying to tie up with a hot rider for further development and also for racing in the National Championship series in '77. Even after our short rides the good quality and the reliability of the bike were quite easy to appreciate. If you have a dealer in your neighborhood, check the Villas out. You will like what you see.



Excellent suspension is the number two feature where the Villa scores very well. Our unit was equipped with a test set of Works Performance shock absorbers. Forks are Marzocchi 240 mm-er's. MotoVilla was sold out at the time of our test and they had to borrow back one of their customer's bikes.



Large K&N air cleaner resides in U.S. made plastic airbox.

were told. The kickstarter arrangement is now located behind the two shafts in the transmission, making the engine quite long and the distance between the countershaft and the swingarm pivot longer than on most. The gearbox is, of course, drum-shifted, with a gear arrangement to turn the drum. It is located underneath the two transmission shafts in traditional fashion. A Mikuni carburetor, 38 on the big-bore and 34 on the 250, supplies the fuel.

The double cradle frame is very sturdy looking and has been extensively redesigned, compared to last year's unit. 240mm magnesium Marzocchi forks on tapered steering head bearings handle the front, and new Italian Corte Cosso gas shocks (known in this country under the Mickey Thompson name) give the rear end a similar amount of travel. The air box is aluminum and is serviced from the side, KTM and Husky style. Magura levers are all

MOTO VILLA 250 MX and 450 MX

Brand and model:

Moto Villa 250 MX and 450 MX

Price (approx. retail) N/A

Engine type:

Piston port, two-stroke, single

Bore and stroke:

70mm x 64mm and 86mm x 79mm

Displacement 246 and 458.9cc

Carburetion Mikuni 34 and 38

Clutch Multi-plate, wet

Primary drive Straight gear, 2.68:1

Transmission ratios:

1) 2.214

2) 1.555

3) 1.190

4) 0.956

5) 0.80

Final drive 520 chain

Air filtration Oiled foam

Electrics Motoplac CDI

Frame Double cradle

Suspension:

Front: Marzocchi magnesium forks,

240mm travel claimed

Rear: Gas shocks, 240mm travel claimed

Wheelbase 140cm (55 inches)

Fork angle 29 degrees claimed

Weight N/A

Start system Kick start

Shift up to seventh and gas it!

UNDERSTANDING HERCULES' 175

By the DIRT BIKE Staff

Perhaps the first, and most exciting, thing anyone will notice about the Hercules is that it uses a completely new Fichtel-Sachs engine. And, obviously, the first thing anyone wonders about the new Fichtel-Sachs motor is what resemblance it bears to the old Sachs B. So let us point out right away that the similarities are limited to their essentially Teutonic nature and little



more.

All the new Sachs motors, 100 through 250, are based on the same crankcases and transmissions. These units split horizontally, enabling easy access to gearbox components and providing what is generally considered a better method for locating and securing seals and bearings. Rather than being a slip or press fit into a case half, bearings and seals are located by spacers and then pinched between the two case halves. This positively secures the bearings, lessening the possibility of the outer race spinning, and also eliminating wear from installation. After three or four overhauls, the bearing mounts in vertical cases can become worn from the installation process.

The crankshaft is not full circle, but has relatively large counterweights to keep the spin spinning. Two main bearings support the crank on the drive side, though the



helical gears also produce longitudinal thrusts on the crank.

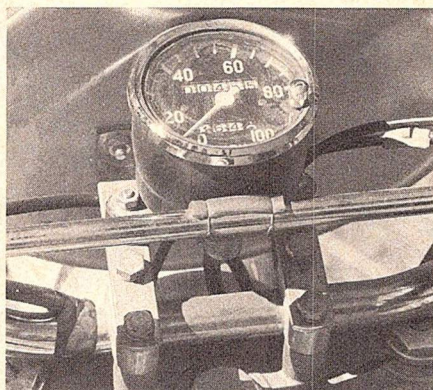
The helical gears drive a rubber cushioned clutch with interlocking plates. The tangs on the plates are L-shaped so that there is more surface area to contact the hub. This reduces wear on the alloy hub. The clutch is quite large and exceedingly strong. It is, in our experience, capable of handling any abuse conceivable. Idler gears hide behind the hub to provide primary kickstarting. And the kickstarter itself is integral with the clutch case, ala Husqvarna, so that it comes off with the case. When reinstalling the



clutch case the kickstarter spring must be preloaded and the lever held at maximum travel to hold the spring end in a cavity in the case. If the lever is not held down, much frustration will be your lot. Believe us.

Shifting is accomplished via a hook and pins mechanism to a drum with detentes. The drum moves three shifting forks which in turn move engaging rings on the transmission shafts. Thus, the gears themselves are not moved by the shifting forks. Seven different ratios are gained by an ingenious method. The regular mainshaft has an

additional idler shaft with two gears of different ratios connected to it and that sits on the bottom of the case. These two gears are constantly in mesh with two gears on the mainshaft. By varying the engagements, power is moved through different combinations of gears. Though the transmission is like a four-speed (between the main and countershafts), the idler shaft produces three other potential ratios. A full explanation of the shifting is available with an illustration elsewhere. Suffice it to say here that this is perhaps one of the cleverest innovations of the year. Seven speeds



Speedometer has the best mounting arrangement yet. Still alive after 455 miles. The rubber on the crossbrace helps.

with ample-sized gears and the narrow width of a four-speed.

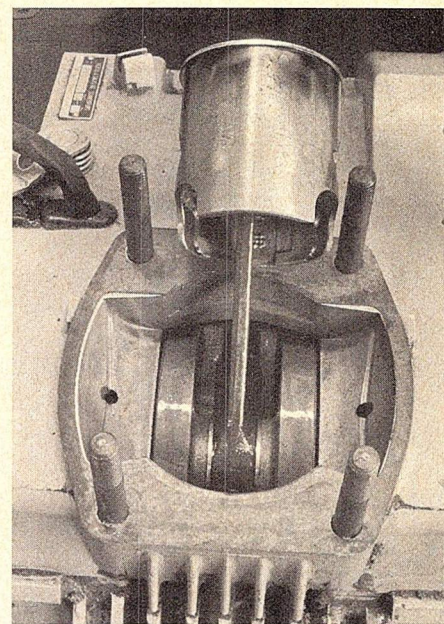
The power unit is not atypical of previous Sachs motors. Cylinder finning is massive and the cylinder ports relatively conventional. A single Dykes ring piston travels along a siamesed intake, two booster ports, two transfers and an exhaust port with two holes instead of fingers. A large surface area connects the cylinder to head, providing excellent heat transfer and sealing. The cylinder itself is held in place by four nuts accessed through the top of the cylinder and the head attaches to the top.

An external flywheel Motoplat provides ignition and lighting.

Air enters through a side-mounted filter into a well sealed and thoroughly waterproof air box. Upon reaching a Bing carburetor of 32mm measure the air runs into gasoline and whisks both into the combustion chamber for incineration. Shortly thereafter the remains gets kicked out the exhaust port and through a three-section high-pipe to be dissipated with a whisper to the rear of the motorcycle.

As explained in the impressions portion of this test, the motor mounts with only two bolts below and one in the rear. Because of stresses encouraged by cantilever shocks, the head stays had a tendency to snap on early models, such as our test bike. This has recently been cured by an added forward motor mount.

Ceriani forks handle a conical front hub and new ultra-tough



Crankwheels are not full circle, but hefty nonetheless. We've heard that the single Dykes ring piston will be replaced by two.

Akront rim with tenderness. Fork action is exceptionally compliant, but also up to the tougher tasks. The front brake cannot be faulted. It is progressive and two-finger powerful. Magura controls actuate it, along with clutch and throttle, but you'll hold onto a Magura grip, too, to reach the brake. Not the worst grip, not the best.

A 530 chain, the second to be found on a dirt bike, tugs on an alloy sprocket to make the wheel go

Continued on page 74

Goodyear and advisors an

"Without a doubt one of the finest motocross tires ever made."

... Jimmy Weinert

How do you improve on a performer like the Eagle MX—the tire that's been winning in big motocross action since the 1971 Road Atlanta 250?

First, you round up some of the most knowledgeable critics around: four hard-nosed pro riders. When they talk, you listen. Then you design and build a series of Eagle M/X II prototypes, using every bit of tire science you know. Then your panel of experts tears them up. First on the track (the place you really learn about performance), and later in quiet but merciless critiques.

You take lots of notes for new prototypes. And the whole destructive cycle begins all over again, moving to different tracks around the USA.

In two years' time, you go through six compounds, four tire configurations, 23 tread patterns and three carcass constructions. You also watch Jimmy Weinert ride your M/X II prototypes (front and rear) into motocross competition at AMA events throughout the USA. Jimmy racked up 327 points in the 250cc class to become 1976 AMA Supercross Champion. He also came in second overall in the AMA 250cc National Motocross Series, posting three big wins on M/X II rubber.

The final product is an Eagle M/X II tire with the same superstrong 3T nylon cord body, cord angle and self-cleaning action as the original

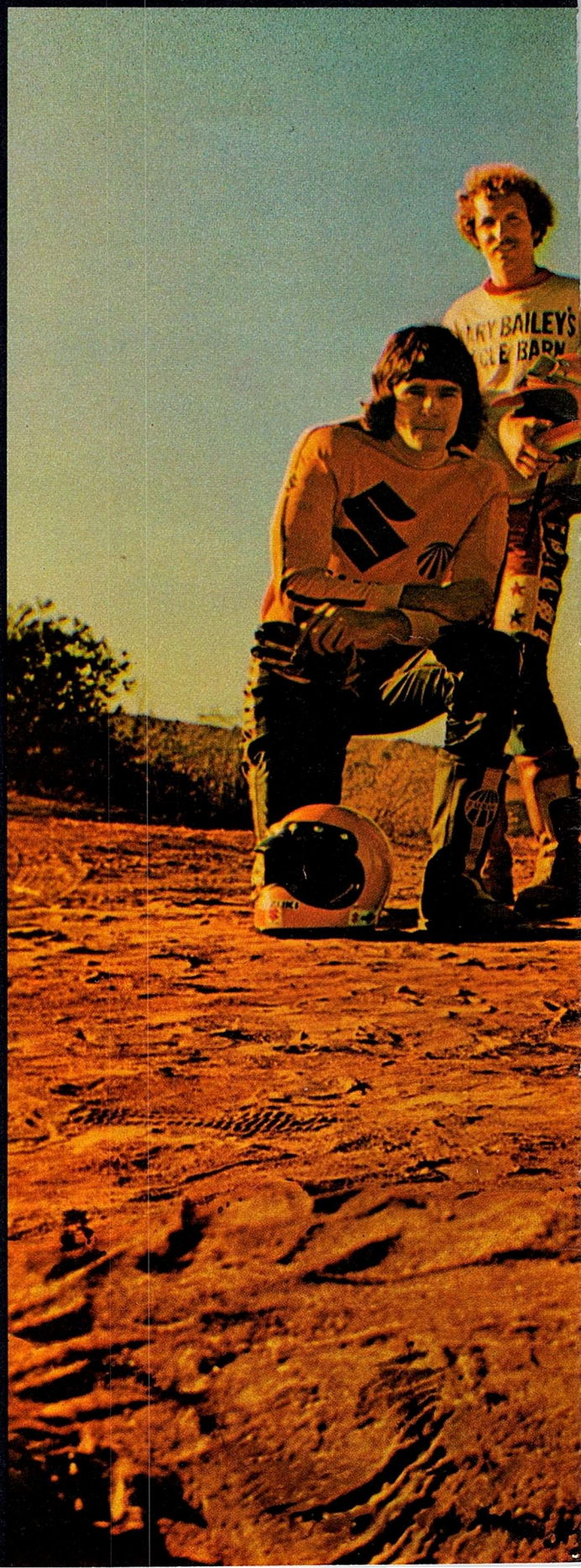


Eagle MX. But it's also a tire with (A) a flatter, bigger footprint, (B) increased high-flex sidewall area for more flexibility, and taller, stiffer, harder working lugs. Besides the stiffer compound for improved traction, the M/X II has shallow grooves in each

lug for added bite and increased stability on hard surfaces.

The Eagle M/X II—a real keeper. Fly it with pride, like the pros do. It's now available from your Goodyear Motorcycle Tire Dealer.

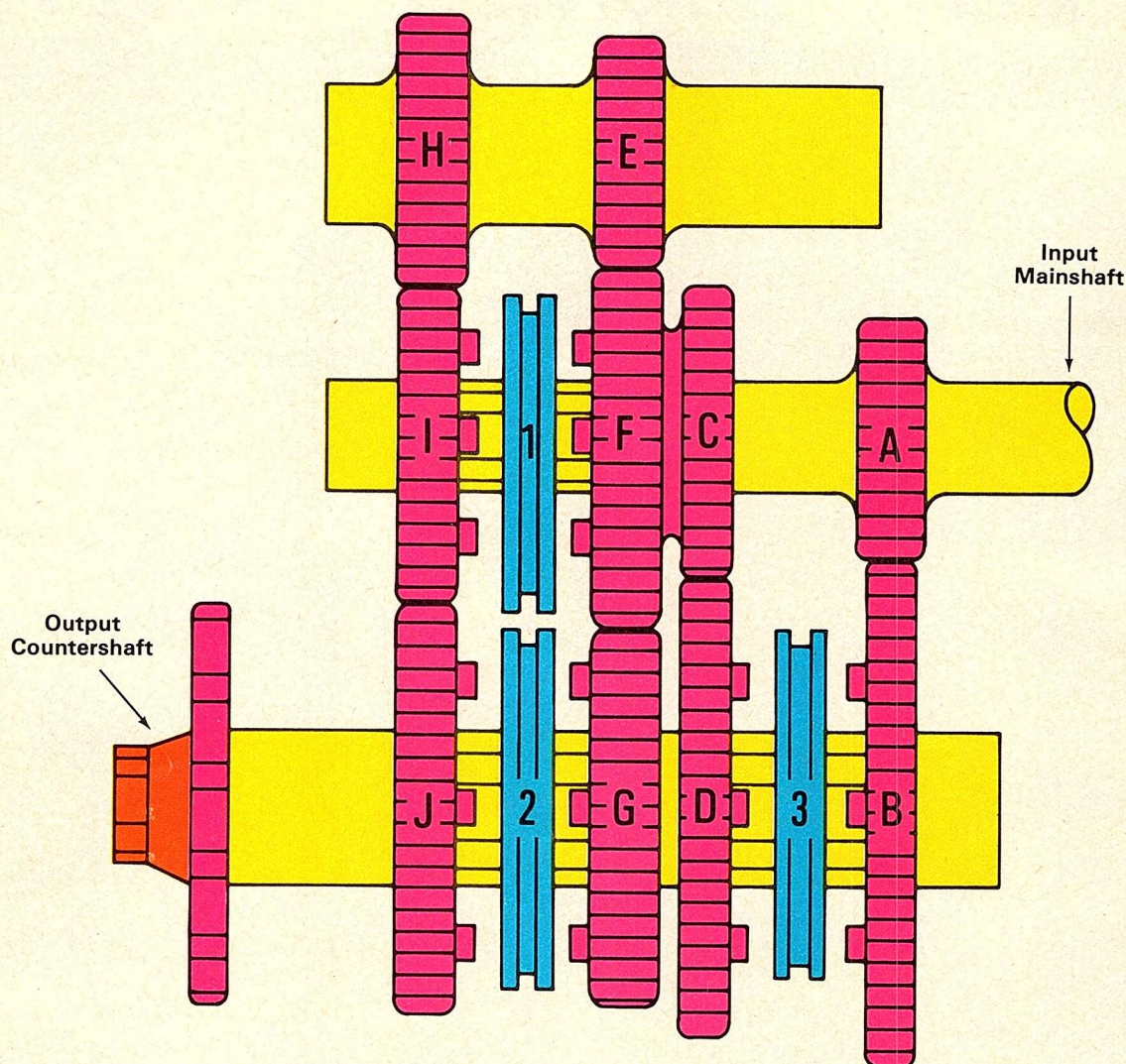
GOODYEAR
THE EAGLE FLIES



Announce the Eagle M/X II



Mark Blackwell, former AMA 500cc National Motocross Champion • Gary Bailey, first American to beat the Europeans at motocross
• Rolf Tibblin, three-time World Champion of Motocross • Jimmy Weinert, 1975 AMA 500cc National Motocross Champion



Fichtel-Sachs employs a clever method of deriving seven different transmission ratios in the GS175, while maintaining a narrow engine profile and substantial gears. By adding a third shaft, which engages the mainshaft and lies directly below it, three additional ratios can be gained from what would otherwise be a four-speed gearbox. In this diagram we have placed the third ("idler") shaft at the top for easier explanation. Both gears, "H" and "E" are integral with the "idler" shaft. Also, gears "F" and "C" are locked together making "FC." Other gears, with the exception of gear "A," are free to rotate independently when the transmission is in neutral.

In departure from standard practice, none of the gears move laterally on their shafts. Different

ratios are selected when shifting forks move engaging rings (1, 2 and 3) along splines on the shaft. These engaging rings engage dogs on the gears, thereby locking the gear to the shaft. In this diagram the transmission lies in neutral since no engaging ring is engaging any gear.

In order to follow the transmission of power through the different gear sets, the reader need only follow the progress of power from input, at the right side of the mainshaft, through the various lettered gears ("A" through "J") as follows:

1st: Engaging ring (3) moves right to engage "B." Power flows through "A" to "B" and out. Direct ratio.

2nd: Engaging ring (1) moves left to engage "I" and engaging ring (3) moves left to engage "D." Power flows from "I" through "H" and "E" to "FC" and then to "D" and out. Indirect ratio.

3rd: Engaging ring (1) moves

right to engage "FC" and engaging ring (3) moves left to engage "D." Power flows from "FC" to "D" and out. Direct ratio.

4th: Engaging ring (1) moves left to engage "I" and engaging ring (2) moves right to engage "G." Power flows through "I" to "H" and "E," then to "FC" and to "G" and out. Indirect ratio.

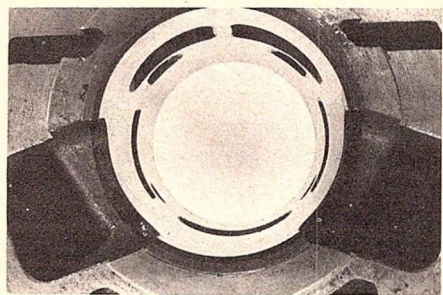
5th: Engaging ring (1) moves left to engage "I" and engaging ring (2) moves left to engage "J." Power flows from "I" to "J" and out. Direct ratio.

6th: Engaging ring (1) moves right to engage "FC" and engaging ring (2) moves right to engage "G." Power flows from "FC" to "G" and out. Direct ratio.

7th: Engaging ring (1) moves right to engage "FC" and engaging ring (2) moves left to engage "J." Power flows from "FC" to "E" and "H," then to "I" and to "J" and out. Indirect ratio.



round. The wheel is another alloy conical unit with another strong Akront rim. Inside is another cush



Boost ports add to the effect of transfer charge, just above intake port. Small holes above transfer are merely additional exhaust.

hub, further reducing driveline jerks. Driveline jerks are notoriously inconsiderate of bearings and gear faces.

Marzocchi gas shocks attach to the roller bearing mounted swingarm. Their general good nature is threatened by lengthy or aggressive riding techniques. There's too much spring when going slow and too little when going fast. Hercules team riders have used Fox Air Shocks and Works Performance Shocks with success.

All enduroing accoutrements are present. Headlight, VDO speedo, horn, taillight, brake light and even

mounts for a tank bag are included. Fenders are plastic and the rear makes a good springboard for the taillight. Both side- and centerstands are stock.

What could have been that wasn't? A folding shift lever would be a worthy addition, though the stock item seems willing to be bent and rebent without breaking. The pegs could use more serrations to better grip a boot by. A rimlock in the front wheel would have helped avoid ripped tubes. Two bolts get the seat off, but it takes four for the tank. And the gas cap could have actually sealed the tank. Minor trivialities common to most competitive machinery.

Because of the circumstances of the test the Hercules 175 has presented your beloved DIRT BIKE staff with some heady problems. We have had the bike for a considerable length of time now and have been under its influence even longer. It



Ceriani forks are superb, but their laid-back triple clamps restrict the Hercules's turning radius too much.

has become a member of the family. When we first received the bike it was like a forlorn runaway. Fresh from the knowing hands of a journalist mechanic, the poor Hercules was thoroughly inoperable and sported a brace of hammer-modified parts. About the only grin on the poor thing's face was relative cleanliness and a new set of Metzlers.

A Sachs aficionado friend of ours, Chick Harmon, picked up the Herc from the magazine which had been

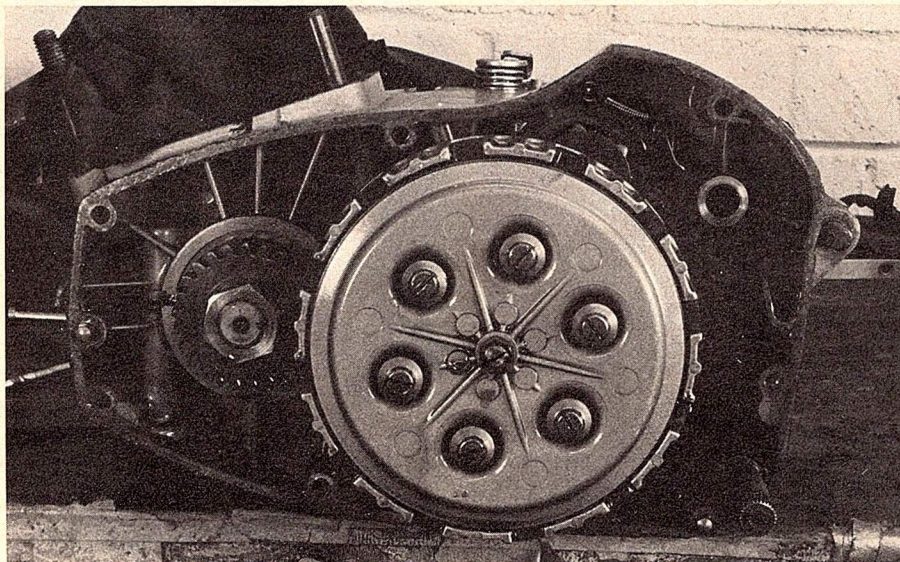
testing it in the aforementioned condition and set it straight for his own use. After his purposes were at least partially taken care of and the Hercules was once again a viable motive force, he turned it over to us for the test. Thus two tests and only 200 (!) miles down the odometer we did receive Herc. (Note: at first it was the Hercules, which degenerated into the Herc and finally to just plain Herc.)

Our first few outings together were less than a classic romance. The combination of sodden reflexes and drought-condition trails produced little more than passive grunts. Suspension seemed a little flaccid, the motor was pipey as a choir boy and the front tire went phss-s-s-s. There was only one common positive comment — the Hercules 175 was definitely fast.

And there were a few teething problems. The carb liked to fall off a lot. Ala old Maico, the Bing Concentric is mounted in a rubber tube with no flange. Barring the

days later we returned to the scene of the crime to try again. With the confidence of having applied the wrenches personally, one daring rider proceeded up a stream bed with bravado. At roughly the third crossing, while wheelstanding quite smartly, he did temporarily lose control of the display. After picking himself and the bike back up off the ground, regaining control, bending shifter and footpeg back close to straight again and surveying the holes in his costume, he made an ominous claim, "It don't feel heavy at all, until it gets a mind of its own." At this point we were frankly quite worried. The relationship seemed pervaded by ominous rumblings.

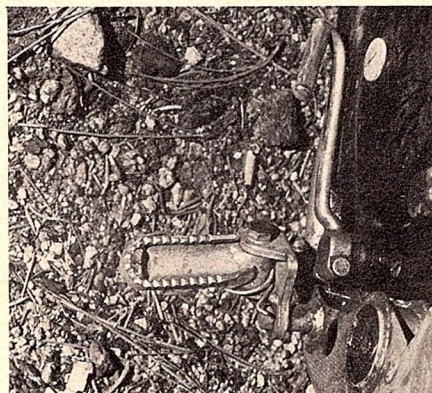
Then the rains came. Water pitter-pattered out of the skies, an exceptionally unusual phenomenon here in Californy. After it did so for a number of days, we hustled back to the mountains for a rematch. On tacky trails, in pleasantly cool air, the harmony finally started to come.



Cases split horizontally, but the clutch must be removed to disengage the shifting arm which lies behind it.

availability of a proper fix, a piece of radiator hose and a better hose clamp kept the carb near the inlet port. Also, one weak-kneed editor, slightly over the edge of controlling the Hercules powerband, walloped the left peg and shifter into a convenient rock. The shift lever curled up and hid and the footpeg bent back at a 30-degree angle, mounting bolts hanging.

Quite thoroughly humbled, we adjourned to the shop for meditation and wrench consultation. A few



Both shift lever and footpeg took lots of abuse because of the Herc's lack of ground clearance. Folding shifter, please.

HERCULES

Price (approx. retail, West Coast): \$1490
 Engine . . . Piston-port, two-stroke, single
 Displacement171cc
 Bore x Stroke60mm x 61mm
 Compression Ratio: 11.5:1 (uncorrected)
 Standard Jetting 140 main, 40 pilot
 horsepowerN/A
 ClutchMulti-plate, wet
 Primary DriveHelical gear, 2.60:1
 Transmission Ratios:
 1) 3.15
 2) 2.18
 3) 1.64
 4) 1.29
 5) 1.11
 6) .97
 7) .84
 Final Drive530 chain, 3.93:1
 14-tooth countershaft
 45-tooth rear sprocket
 Air FiltrationTwin-Air
 ElectricsMotoplat
 LubricationPre-mix/40:1
 Recommended FuelPremium
 Recommended OilBel-Ray
 Fuel Tank Capacity: 2.9 gallons (11 liters)
 FrameChrome moly, double downtube
 Suspension:
 Front: Ceriani, 7.8 inch
 Rear: Marzocchi, 6.5-inch
 StartingPrimary kick
 Wheels & Spokes:
 Akront, stainless spokes
 Tires 3.00x21 and 4.00x18 Metzeler
 Dimensions:
 Wheelbase . . 55.0-56.6 inches (140.0 cm)
 Swingarm Length . 18.0 inches (455 mm)
 Ground clearance . 10.0 inches (254 mm)
 Bars, height . . 46.0 inches (1105 mm)
 width 32.5 inches (812 mm)
 Pegs, height . . 12.5 inches () mm
 width 10.0 inches (754 mm)
 Seat height . . . 35 inches (847 mm)
 Fork angle 28.5 degrees
 Weight268 pounds (120 kg)
 Brakes:
 FrontConical, cable
 RearConical, rod
 InstrumentsVDO speedo
 Lights6V, 35-watt
 SilencerYes
 Spark ArrestorNot legal, but real
 DbAHP86clb A
 WarrantyNone

Though the declaration was still toward amazing pipeyness, the combination was beginning to work.

Two days later we hurried back again to the mountains. On this day the romance bloomed. With almost 400 miles on the odometer the motor began to break in. Now there was some pulling power in the lower revs. Though the Herc still burst onto the powerband in a frenzy, the motor would carry the combined mass of bike and rider over obstacles at moderate rpm. Too, the bike would negotiate level or downhill trails without being buzzed abu-

Continued on page 85

DIRT BIKE



1. Yrjo Vesterinen.

WORLD OBSERVED TRIALS

Britannia bows to a continental champion

by Len Weed

"Bloody awful, what? The lads have lost it." A treasured prize of the Isles. The World Observed Trials championship. It has been ten years since a continental, Gustave Franke of Austria, took the European championship aboard a Zundapp. But back then the British cham-

pionship was still the premier title, the one Sammy Miller won for 11 straight years. The series received FIM recognition just last year when Martin Lampkin became the first official world champion, extending the Yorkshire/Bultaco winning streak to three years.

The new world champion is Yrjo Vesterinen of Finland. The 23-year-old's win made it four straight for Bultaco and six out of the last nine. Vesterinen won with a total of 93 points, a six-point margin over



2. Malcolm Rathmell.



3. Martin Lampkin.

WORLD OBSERVED TRIALS

runner-up Malcolm Rathmell, in the best seven of 12 series. It was the second straight year that the Finn led in gross points, counting all rides. In missing the title last year by

a single point he led all riders with four wins. This year the Big Three (Vesterinen, Lampkin and Rathmell) won three each. Ulf Karlson scored two wins. One of his wins was the Swedish round, staged in his "backyard," a few hundred yards from his home. Two-time European champion (1971-72) Mick Andrews recorded the other win.

Vesterinen won the opener in Ireland, then watched Malcolm Rathmell take three of the next four rounds to jump out to a 15-point lead over defending champion Lampkin. At this point Vesterinen was 21 points behind. After failing

to score in Great Britain, the Finnish foot-upper abandoned a super-lightweight prototype, returned to a stock bike and put together a string of five seconds and two wins in his next seven rides to clinch the title in Switzerland, the 11th round of the series.

For runner-up Rathmell, who moved past Lampkin in the finale at Czechoslovakia, it was his second straight second after taking the title in '74. In 1975 he had amassed a 19-point lead before Lampkin came on to win.

Lampkin, who also won the championship in 1973, was the only

rider to score points (top ten finishes) in all 12 rounds. He lost out on a tie for second place overall because Rathmell picked up an "extra" two points in the U.S. round won by Lampkin. Rathmell, who finished fourth, received third-place points because American Marland Whaley was riding without an FIM license. Ulf Karlson finished with two wins and two fourths in his last four rides to claim fifth behind Mick Andrews. French champion Charles Coutard slipped to sixth.

Despite the loss of the title, Great Britain still managed to take five of the top ten spots, down from six last year. Both Lampkin and Rathmell, writing for their columns in the English moto weeklies, got on the organizers of the British nationals held during the lull between the American round and the final four events. The last four were held on successive weekends starting in mid-August. They both felt that the "easiness" of the nationals failed to keep them sharp for the upcoming world events. In one of those nationals Mick Andrews' "two" on the final section prevented a clean ride for the day.

Three riders dropped out of the Top Ten club in '76. Dave Thorpe, who won two world rounds in '75, Alan Lampkin and Benny Sellman, who after finishing seventh in '75 scored only five FIM points in '76. The three newcomers were Nigel Birkett, Belgian champion Jean Marie LeJeune and Spanish champion Manuel Soler.

On the American side, a couple of highlights. National champion Marland Whaley finally turned 18 and finished second at the U.S. round. And new champion Vesterinen was quoted by the English press after the series concluded as picking the American round, presented by the Pacific Northwest Trials Association, his favorite for the year, even though he didn't win it.

And so a country that has about 100 trials riders within its borders has somebody to join Heikki Mikkola on the global victory stand. Meanwhile, in Spain, Bultaco continues its hold on the top spot, be the pilot English or Finnish. Across the North Sea the British are resolved to claim back the world title for the sport they invented. All they have to do is beat the Finn, who, unlike Heikki, doesn't fly.

But he does foot a whole lot less.

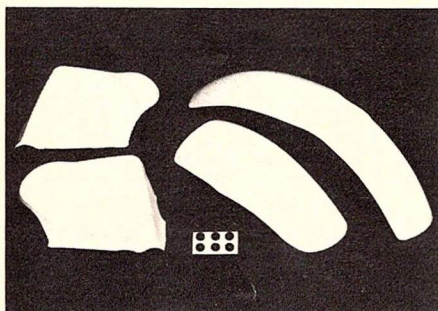


4. Mick Andrews.

4. Mick Andrews.		Feb. 2, Ireland	Feb. 29, Belgium	Mar. 7, Spain	Mar. 13, Great Britain	Mar. 21, France	May 15, West Germany	June 13, Italy	July 25, U.S.A.	Aug. 29, Sweden	Sept. 5, Finland	Sept. 12, Switzerland	Sept. 19, Czechoslovakia	
1. Yrjo Vesterinen (Fin)	BUL	15	5	6	-	12	15	12	12	12	15	12	10	93 (126)
2. Malcolm Rathmell (GB)	MON	6	15	8	15	15	-	8	10	5	12	6	12	87 (106)
3. Martin Lampkin (GB)	BUL	3	6	15	10	10	12	6	15	8	4	15	6	85 (110)
4. Mick Andrews (GB)	YAM	4	8	4	8	½	-	15	5	10	10	10	8	69 (89½)
5. Ulf Karlson (Swe)	MON	5	2	12	-	2	-	4	-	15	8	8	15	67 (71)
6. Charles Coutard (Fra)	BUL	10	12	5	3	6	5	10	6	-	5	-	-	54 (62)
7. Manuel Soler (Spa)	BUL	-	10	10	-	8	8	3	3	6	6	3	4	52 (61)
8. Nigel Birkett (GB)	SUZ	8	4	-	4	5	2	1	4	2	3	1	-	30 (34)
9. Jean LeJeune (Bel)	MON	-	1	-	1	4	6	5	2	-	3	-	5	26 (27)
10. Rob Edwards (GB)	MON	12	-	-	-	-	10	2	-	-	-	-	-	24

NEW PRODUCTS

If you spot something here that tickles your fancy and you decide to order or maybe just send for more info, be sure to mention that you saw it in DIRT BIKE Magazine. We already know that they exist. Laying your and our name on them lets them know that we too have weight and take up space. And, equally important, it tells them that you are a loyal reader of the MIGHTY DB, and proud of it.



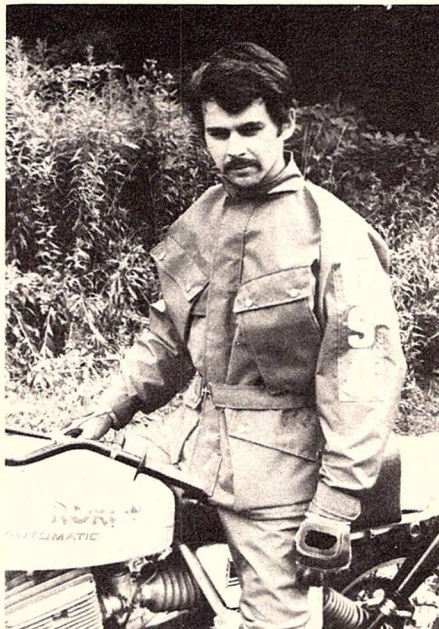
D-IRT G-UARDS

DG Performance Specialties now have replacement fenders and side panels for Honda, Suzuki and Yamaha, available in yellow, red, black or white. Clean up the old machine by calling, toll-free, (800) 854-3791, or, if you be a Californian, (714) 996-4430.



GET YOU A COPPER KETTLE . . .

Or, in this case, some SP-21 pure copper gasket cement. This gasket goop was developed by VHT in conjunction with some of the country's top dragracing mechanics. Just the thing for especially high compression engines. It's now available in high-performance shops everywhere.



STORMPROOF JACKET

Griffinchaps cloth in red was the material chosen for this new jacket that is said to keep the rider dry and comfortable for a whole Six Days. The coat comes with four oversized pockets and a time card holder. The back has a ventilation flap. Seams normally found on the top, front and back of the jacket are eliminated to prevent water penetration. Exact closing at the neck, wrist and front is provided with Velcro closures. The jacket is available for sale through selected distributors and dealers. For more information write Visa Therm Products, Box 486, Bridgeport, Connecticut 06604; or phone (203) 335-0721.

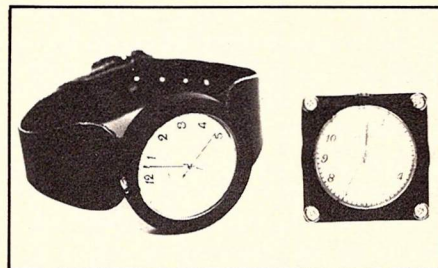


GOLDEN SPROCKET CONVERSION KIT

The standard 428 chain on the YZ125 is easily converted to a 520 chain size with the Yamaha Kit. Included in this kit are a 45-tooth dishd rear sprocket and both 12- and 13-tooth countershaft sprockets to provide a choice of two ratios. In the Honda Kit, a 35-tooth rear sprocket and a 14-tooth countershaft sprocket convert all

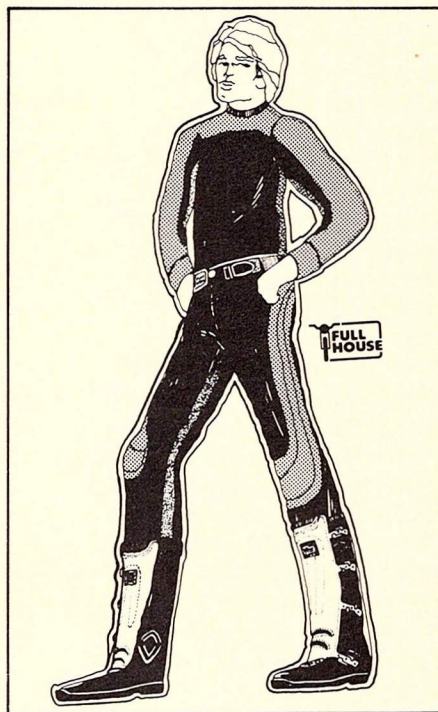
750 series Hondas from 530 to 630 chain size.

The rear sprockets are Victor's "Golden Sprockets," machined from top-quality aircraft alloy and anodized to help resist corrosion. The countershaft sprockets are machined from steel, heat-treated for hardness and plated in a matching gold color. Both kits are colorfully skin-packed for pegboard display. Victor Products, P.O. Box 1728, Hesperia, California.



CLOCK-EYED?

There, there, ol' Malcolm knows how hard it can be to read your watch while trying to maintain a 24 mph average. That's why he's offering this Caravelle watch, designed especially for enduro freaks, featuring shock resistance, a sweep second hand and a large, easy-to-read face. Available in wrist, pocket or surface-mounted models with self-locking nuts. The watch holders are designed to absorb vibration, and the wrist strap is long enough to wear outside your riding jacket. Maybe it's time to write Malcolm Smith Gold Medal Racing Products, 888 Marlborough, Riverside, California 92507.



BULLETPROOF PANTS

The Tony D. motocross wear line has many radical design features developed and tested by Tony DiStefano during the motocross Nationals. The motocross jerseys are made from stretch nylon with mesh inserts under the arms and down the sides. Protective padding runs down the back of the arms for added comfort. The

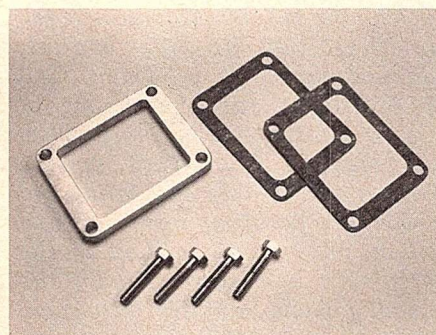
jerseys come in red or black; both have yellow trimming.

The motocross pants are made from super-strong nylon, the same material that is used to make bulletproof vests. There are stretch inserts on both sides of the waist and down the insides of the legs. Padding runs across the knee, up the outsides of the legs and across the butt. Additional information available through Full House, P.O. Box 260, Cornwells Heights, Pennsylvania 19020.



HOT PANTS

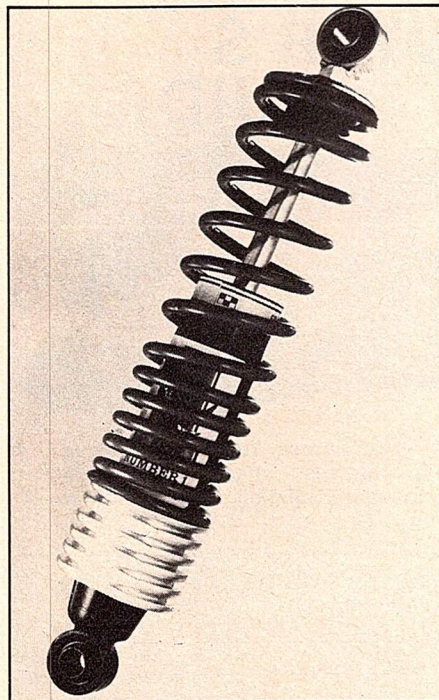
Big 4, Inc. is responsible for these sharp-looking MX pants. They feature heavy-duty hip pads and zippered knees with closed-cell foam knee protectors. Construction is of heavy nylon, with extra vinyl padding on the inseam. Both the front and ankles have zippered openings. Orders or additional information can be handled by calling Big 4, Inc., toll-free, at (1-800) 541-2677.



REED THIS

If you own a Yamaha YZ, you may have noticed a rather annoying characteristic: It is a bit peaky. Yes, coming out of those turns, climbing hills, racing down the alleyway, that ol' rear wheel has a tendency to break loose. Here's what to do. Install a Lundgren Specialties reed valve spacer. It fits in front of the reed cage between the cylinder and the reed. Bolt it on and shorten the air cleaner hose if necessary and you're all set. Result: better low end

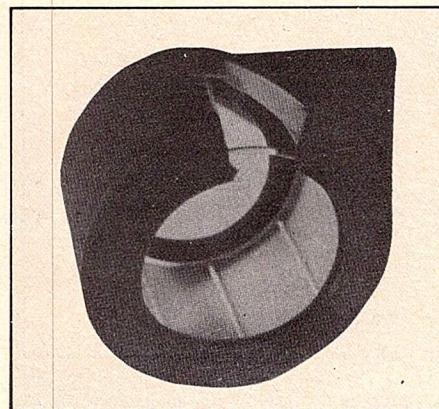
and mid-range and, as an added bonus, it may now pull higher gearing. Fits '74 YZ250 and 360, '75 MX250 and 400, '75 YZ250 and 360 and '76 YZ250 and 400. For \$9.95 total (no postage or handling), it's yours. Lundgren Specialties, P.O. Box 33242, Granada Hills, California 91344.



FORKIT OVER!

Number 1 Products, makers of the famous "TricKit" fork kits, now offers a full line of motorcycle shocks and springs.

Their "GP" line, designed for street and touring riders, doesn't interest Dear Old DB much, aside from the few street freaks hiding on our staff, but No. 1 also offers the "FP" line for off-road use. They are Freon cell gas shocks, completely rebuildable, with soft, medium or hard dampening options available on order. They have the springs, too. Contact Number 1 Products, 4931 N. Encinita Avenue, Temple City, California 91780, for info.



CLEAN AIR FROM HOLLAND

Just introduced in the United States, from the moto-men of the Netherlands, are these Poly Air Filters. Presently in use by Gaston Rahier, Jim Pomeroy and the entire Czech CZ team, these likely will do the job. Information can be gotten by writing: Poly Air Filters, Zaltbommelseweg 74, Oss (N. Br.), The Netherlands.



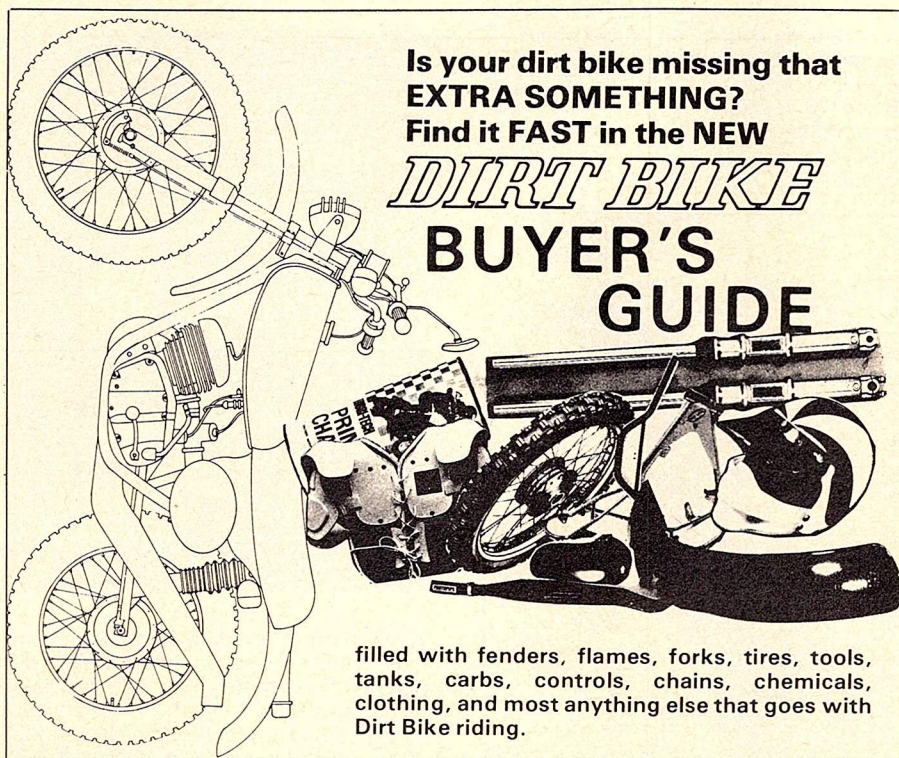
BOOT-IFUL

New from JT Racing are these Champion boots. Made in Sweden, and developed by everyone's favorite dentist, Gerrit Wolsink, they advertise lightweight, Vibram soles and high-impact plastic shin and ankle guards. For the color-coordinated set among you, the Champion boot is available in red/yellow, blue/yellow or black/yellow combinations. Get them through JT Racing, 303 W. 35th Street, Suite D, National City, California 92050.



WHO SAYS THE WET HEAD IS DEAD?

Not Tibblin, Incorporated, that's for sure. They're marketing Wet Energy. This product, developed in Scandinavia for the purpose of keeping Olympic skiers operating at peak efficiency, claims to replace vitamins and various elements lost by the body during extreme physical activity, plus provide two natural sugars which raise energy levels quickly. If your arms and legs feel like wet spaghetti somewhere into the second moto, give it a try. Available from Tibblin, Inc., 15910 Ventura Blvd., Suite 1805, Encino, California 91436.



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WOODS

Continued from page 7

arrived bringing the bikes I planned to chide them gently, with only polite references to their collective mothers and early training, and then begin the ride.

In fact, I would certainly be able to milk this to greatest effect somehow. It hit me. I would lie back among the empties in the van and pretend sleep as the latecomers pulled in . . .

Dark, the sound of crickets surrounded me. An eclipse? An abnormal breed of sun spots? No. Slowly the realization hit me that it was, indeed, the dead of night. Numbly I drove to the nearest payphone, made consecutive angry calls to my colleagues.

"What," they both responded, "you meant *this* week?"

ASK THE EXPERT

Continued from page 12

restarting by burning excess carbon off of the spark plug electrodes, particularly if the engine is a bit fat on the bottom end.

PIPING HOT

I need help on pipes. I have a Yammy MX100. I need some advice about which pipe to choose. A Jemco up-pipe is one of my possible choices. Would this help my bike? I will gladly listen to any other suggestions.

Chris Sergeant
Houston, Texas

I am not familiar with the power differences between the Jemco and stock on the MX100. My instincts tell me that the up-pipe would, however, be worth it. Thank God the motocross fad of downswept exhaust pipes is finally dying! They get smashed too easily, which changes the volume and flow, and then engine performance suffers and jetting goes to pot. Even if the performance is the same on the Jemco, you will be better off because it is an up-pipe. Make sure all cables, fuel lines and wires clear the pipe by at least a half-inch. Many DNFs have been caused because the rider didn't take the time to be sure that everything was safely secured away from the pipe. If a fuel line bends near the pipe, put a spring around it so it won't get hot and collapse. The spring will also help dissipate the heat.



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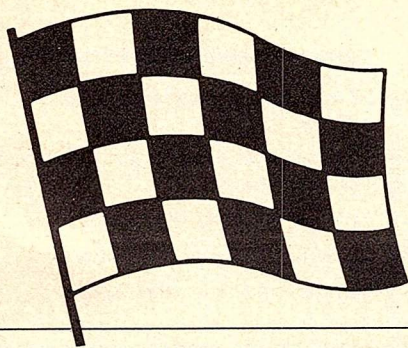
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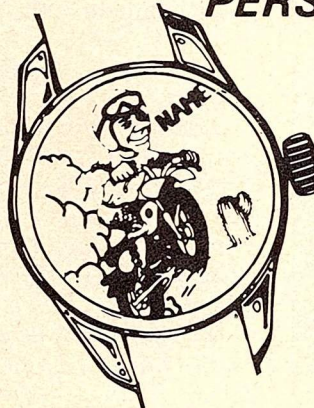
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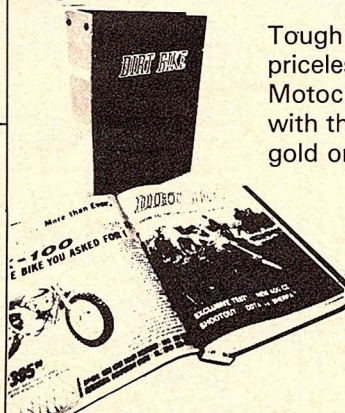
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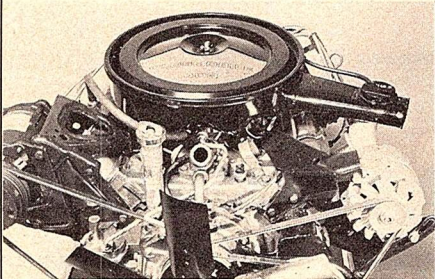
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LEAVITT

Continued from page 15

I am 36 years of age and a biker
from way back. My present machine
is a 247 Cota which I ride in one-day
trials. I hope soon to take up
residence in your country in
Rochester, New York. I wish to carry
on with trials. Could you please let
me know the state of the sport in the
area? Do gents of my advancing
years compete in the U.S. of A?

D.A. Rolland
Lancashire, England

*Trials in America is very different
from what you have ridden in
England. American organizers don't
have near the experience your
people do. I don't personally know
of any clubs in the Rochester area.
Check the local bike shps and Cycle
News East event listings. You might
want to drop a letter to Carl Peters,
RD2, Beaver Dams, New York
14812. As for your age, I'm afraid
you're a little too young! But what
you lack in years you can make up
for with enthusiasm. Many riders
much older than 36 ride regularly.*

TL-IPS

What can I do to my TL125 to
make it perform better suspension
wise and grunt wise? Also, where
can I get Renthals trials bars? I really
think it's pretty far out you guys are
making a section for trials in your
magazine. You lack, however, the
culture to use zircon encrusted
staples.

Duncan Morrison
Wilton, Connecticut

*The people most in the know
about the TL125 are Bob Nickelsen
of American Honda and Powroll
Performance Products. I've seen the
work of both of these tuners and
have been impressed with their
improvements. An article on Jay
Terry's Powroll bike (including
suspension changes) appeared in the
March, 1976 issue of DIRT BIKE.
(Ed. Note: Nickelsen considers it
about the best modified TL125 he's
come across.) I suggest you seek
additional info from Powroll Per-
formance Products, P.O. Box 1206,
Bend, Oregon 97701. You can get
Renthals from Kobby Shop Inter-
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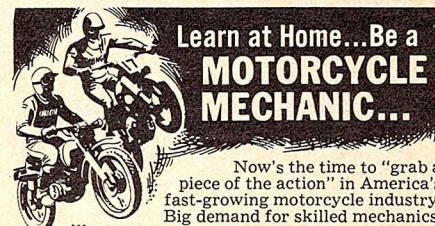
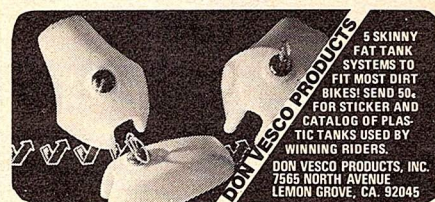
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DIRT BIKE

HERCULES GS175

Continued from page 76
sively.

Some of the more elusive handling characteristics began to be revealed. Rather than being juggled down a trail, weaving between obstacles in third gear, the Herc preferred fourth gear and right over the top of everything. Rocks ahead? Shift up and hang on. A skip and a hop and you're smoothly over. A drop-off in a turn? Don't go around, just leap off it in third gear. Whenever there is the opportunity to go straight, do so.

And when there are turns to be made, do them with the power on and weight over the front wheel. Standing makes a dynamic difference to the front wheel's manners. Keep on the front wheel and use the excellent Ceriani forks to their maximum; because the Marzocchi rears will give up the ghost if you use them too much. They'll hobble, and bounce and ultimately hit bottom with exciting results.

There's more than the power and handling saying you should stay atop obstacles, too. For a long travel suspension bike, the Hercules is low to the ground, both seat and chassis. Once the suspension compresses, which the Marzocchi shocks love to do, ground clearance nuzzles down to the five-inch level. By riding on top of rocks, the frame, engine, levers and pegs are protected. Otherwise they'll be beaten mercilessly. A small plastic bash plate does help out the frame, though a few crunching encounters pretty well destroyed the poor thing.

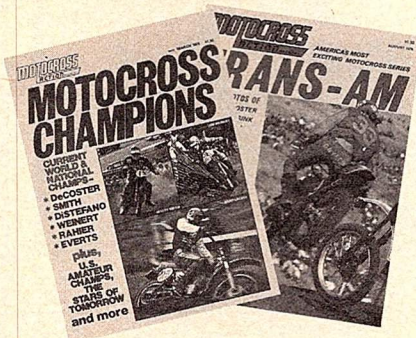
But staying atop obstacles is fun on the Hercules. The extremely stable forward tendencies are confidence-inspiring. It takes the woe out of going rough and would be better yet given good shock absorbers. Just pay attention to the powerband and pump on the shift lever a lot. With one exception shifting is as good as any. The first-second detente is longer than the others to make room for neutral. Unfortunately, there's almost always room for neutral unless the rider concentrates on a firm and lengthy tug on the lever.

As a matter of fact, one plastic-booted tester reached an unaccustomed frustration level while going uphill on the Herc. Fumbling over and over again with the shift lever, something like

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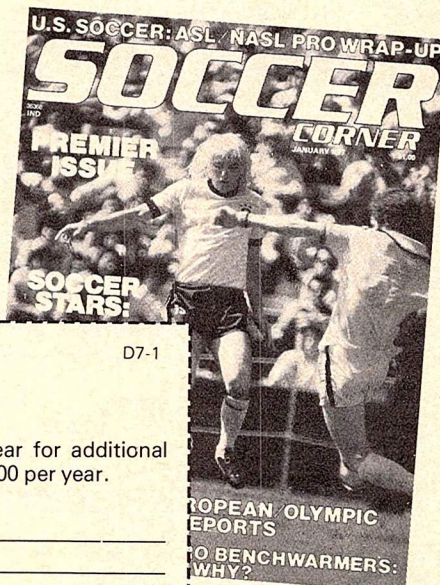
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pounding straight pins with a hammer, he finally located second and sped off in a fury. Upon reaching a waterbar, memory of those missed shifts prompted him to punish the recalcitrant Herc. He walloped the rear wheel into the waterbar at full tilt, bottomed the poor abused Marzocchis and heard a resounding thunk.

Since vibration now coarsed through the chassis, he pulled to the side to find broken-off head stays. Apparently, the stress from the top shock mount was transferred through the frame and toward the engine through the head stays. The stays were the weak link in a marginal situation. The Sachs motor is mounted with two bolts from below (threaded into the aluminum) and one to the rear. Once the head stays are gone, the cases follow soon behind. We limped home and got on the phone.

No one denied the problem, but there was good news to be had. All recent models have had a forward engine mount added to the frame and crankcase. Now the Hercules sports engine mounts just as big as anyone's. End problem. Meanwhile, we fashioned a repair with softer grade bolts instead of studs, and have encountered no further problems in quite a few hundred miles. Mighty impressive miles at that.

Once the riding and maintenance methods were determined and polished, the Hercules proved to be a proverbial trail rocket. Finally Hercules put itself far beyond the madding crowd into a rather exclusive land: competitive 175s. With the addition of the Hercules this territory has become plural. Now there are the Hercules and the Penton 175 to choose between for top-notch 175 cross-country machines. And the difference is small enough that you'll have to make your own choice. We wouldn't even try to tell you. But we would tempt:

You could credit the Penton with lighter weight and the Hercules with better wheel assemblies and brakes. The Penton has a lighter gas tank, but the Hercules has a superior seat. The Penton has more suspension travel, but the Hercules comes enduro-equipped. None of these details will declare a winner; it's purely a matter of which style of motorcycle you prefer. And to tell you the truth, the styles aren't much different. Pick your preference. *

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21	22	23	24	25	71	72	73	74	75
26	27	28	29	30	76	77	78	79	80
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46	47	48	49	50	96	97	98	99	100

In order to continue making DIRT BIKE the kind of magazine you want to read, we'd like your help by answering the following questions (circle the letter next to your answer):

1. AGE GROUP

- a) Under 16
- b) 16-20
- c) 21-25
- d) 26-30
- e) 31-40
- f) 41 and over

2. ANNUAL INCOME

- a) Under \$10,000
- b) \$10,000-\$14,999
- c) \$15,000-\$19,999
- d) \$20,000 or more

3. DO YOU OWN A MOTORCYCLE?

- a) Yes
- b) No

4. IF YES, HOW MANY? _____

5. WHAT MAKES DO YOU OWN?

- a) Honda
- b) Yamaha
- c) Suzuki
- d) Kawasaki
- e) Bultaco
- f) Montesa
- g) Ossa
- h) Maico
- i) Triumph
- j) Can-Am
- k) Harley-Davidson
- l) Rokon
- m) Hodaka
- n) Penton/KTM
- p) Husqvarna
- q) other

6. WHAT TYPE OF BIKES DO YOU OWN?

- a) trail/enduro
- b) motocross
- c) street/ trail
- d) trials
- e) flat-track
- f) speedway

7. DO YOU COMPETE IN ORGANIZED COMPETITION? IF SO, WHICH TYPE?

- a) motocross
- b) enduros
- c) trials
- d) flat-track
- e) speedway

8. DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?

- a) yes
- b) no

9. IF "YES", WHAT MAKE DO YOU PLAN TO BUY? _____

10. HOW MUCH MONEY DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE THIS YEAR?

- a) \$0-\$25
- b) \$25-50
- c) \$50-\$100
- d) \$100-\$200
- e) \$200-\$400
- f) \$400 and over

11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?

- a) competition
- b) technical
- c) new bike tests
- d) personality features
- e) product evaluations
- f) other

1st _____
2nd _____
3rd _____
4th _____
5th _____

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?

- a) Dirt Bike
- b) Motocross Action (insert letter)
- c) Cycle
- d) Cycle World
- e) Cycle Guide
- f) Popular Cycling
- g) other

1st _____
2nd _____
3rd _____
4th _____
5th _____

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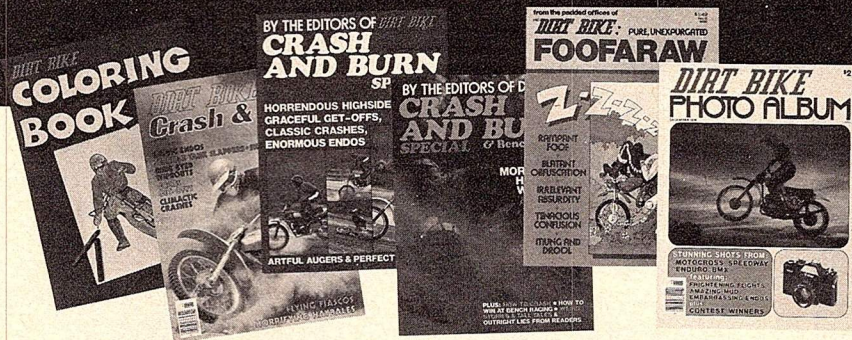
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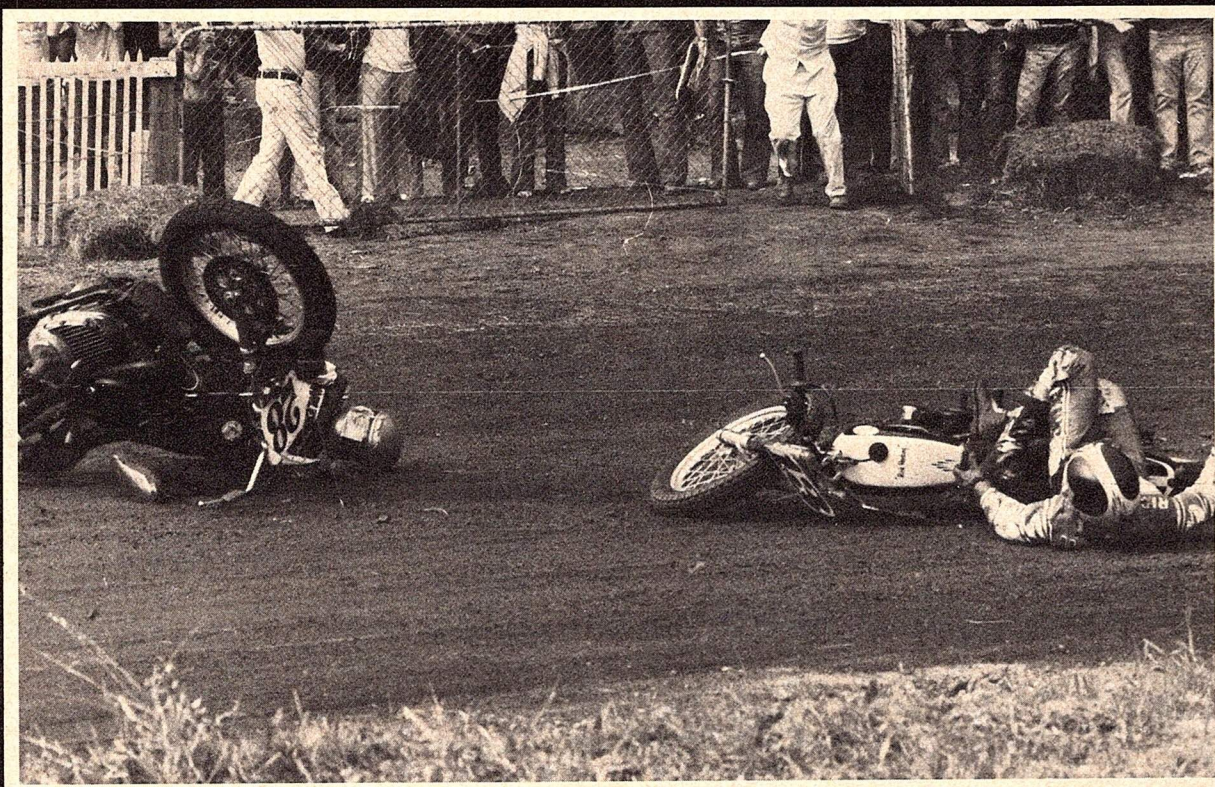
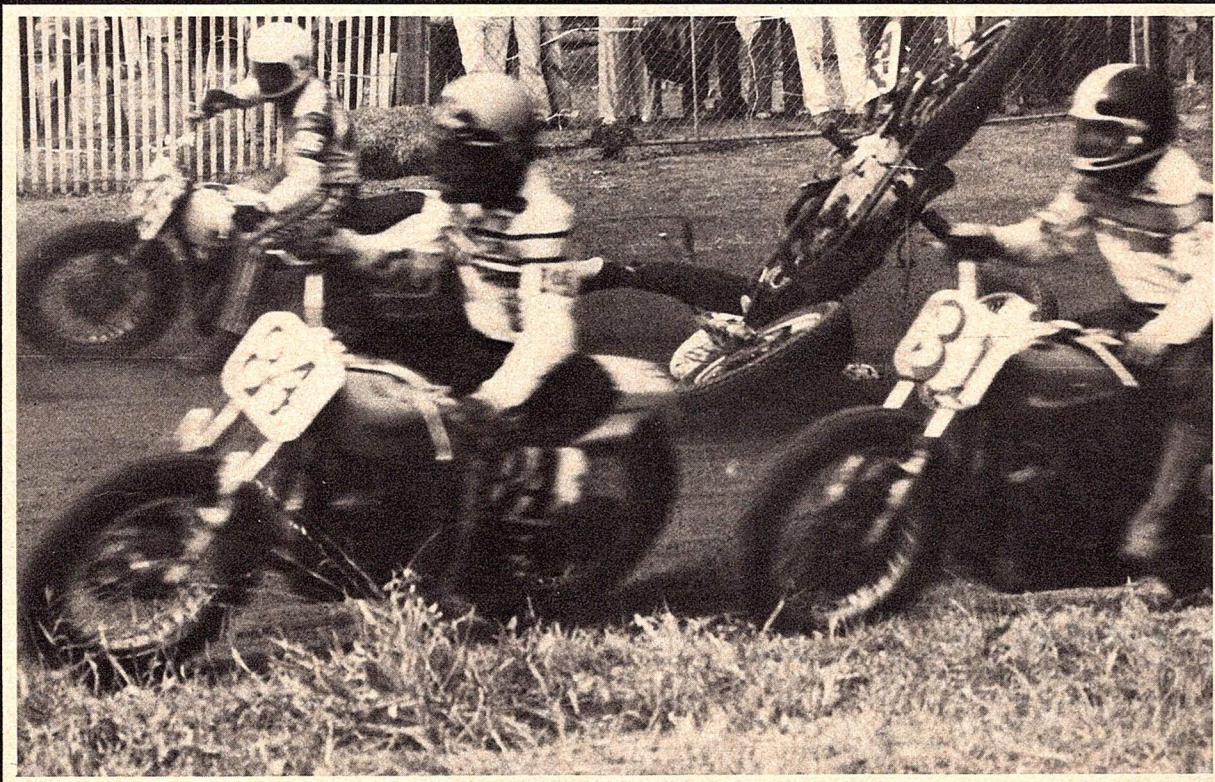
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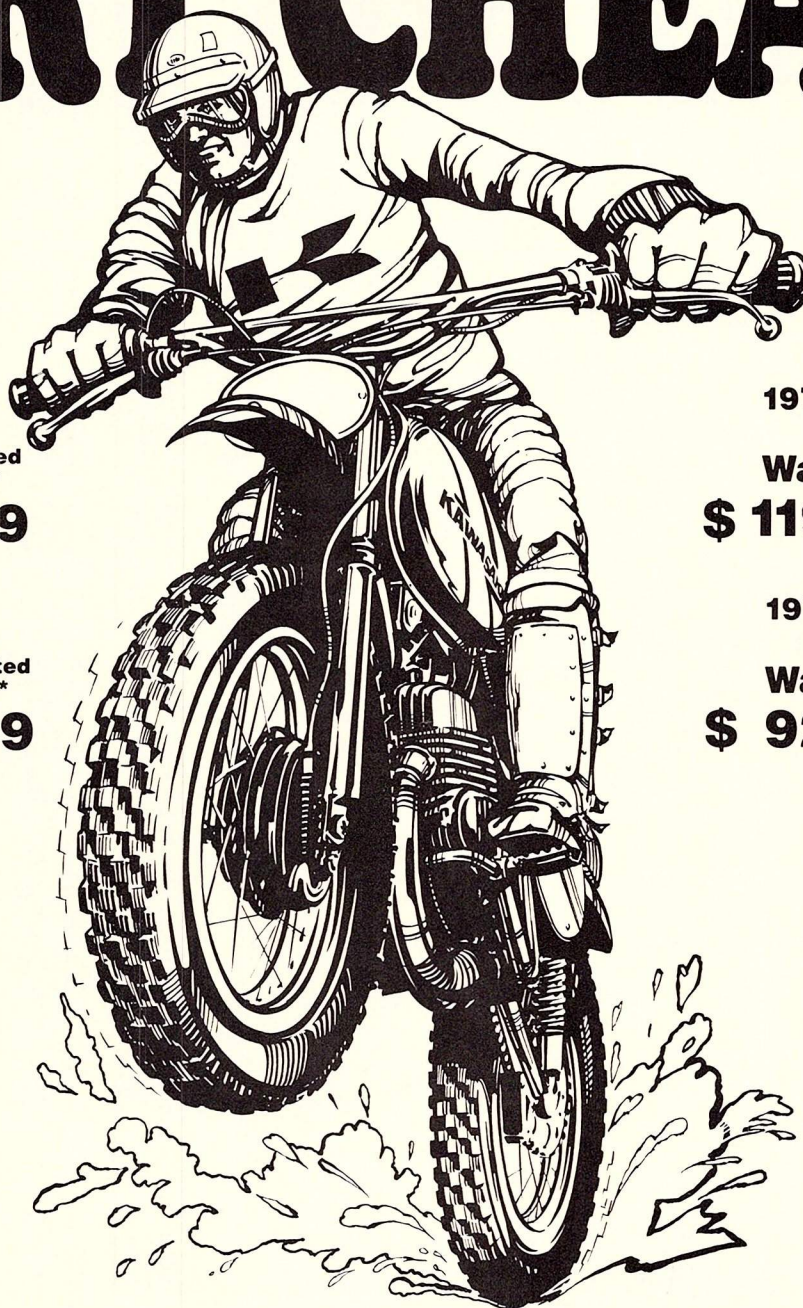
CRASH AND BURN



Mike Caves (#28) and Rick Hocking (#13, his wheel is right above #31 in the top photo) get sore at Peoria.

Frank Highland Photos

DIRT CHEAP



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Kawasaki

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National Hydron introduces it's team of dirt goggles for 1977.

First off the line is UNI-RACER™, the full face goggle with ram-air ventilation and a shatter proof frame.

Next is the STAR™ designed to compete with the best selling goggles. The STAR features low level ventilation and has a lens that won't cut the frame. Probably the most comfortable goggle you'll ever wear.

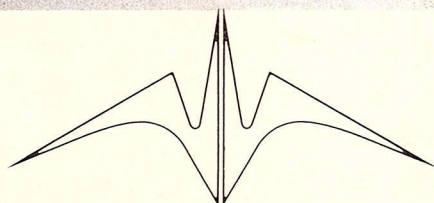
Here again is last season's winner, the SNAPPER™. Designed for the motorcyclist, SNAPPER will fit most every helmet and over most glasses.

And now we have the Model 70, designed for the guy who is sorta low on cash, but wants the advantages of the more expensive models. Ideal for juniors and ladies.

The entire dirt team is available with either an MXL™ treated scratch resistant lens or a Hydron® treated anti-fog lens.

All models come in either black or white, with wide adjustable straps, and all have pop-proof lenses. Replacement lenses come in clear, yellow, smoke and polarized. You can get tear-offs also.

So, look for National Hydron's dirt team for 1977 at your local dealer.



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